

15.0 ALTERNATIVES TO THE PROPOSED PROJECT

15.1 INTRODUCTION

The purpose of evaluating alternatives to the proposed project is to determine whether any different project designs or locations that would feasibly attain most of the basic project objectives can avoid or substantially lessen any of the significant environmental impacts. Through this analysis, an environmentally superior alternative is identified. An EIR does not have to consider every conceivable alternative, but a reasonable range of potentially feasible alternatives. An EIR does not need to consider alternatives that are infeasible. The Alternatives to the proposed project evaluated herein were developed as a range of reasonable alternatives pursuant to the CEQA Guidelines, Section 15126.6. The Environmentally Superior Alternative is identified in Section 15.11.

The alternatives evaluated in this chapter include:

1. No Project/No Build
 - a. Closure of SBCH
 - b. Conversion of Hospital to Medical Offices
2. Remodel of Existing Buildings
3. Alternative Site Designs
 - a. Reduced Size Alternative
 - b. Four-Level Replacement Hospital
 - c. Partial Replacement West of the Site
 - d. Reduced Size Parking Structures
 - e. Underground Parking
 - f. Alternative Parking Structure Location
 - i. Pueblo Parking Structure
 - ii. Knapp Parking Structure
4. Alternative Project Sites
 - a. St. Francis Medical Center Property
 - b. Goleta Valley Cottage Hospital Property
 - c. Other Sites
 - i. Calle Real Campus
 - ii. Cathedral Oaks Campus
 - iii. Earl Warren Showgrounds
 - d. Combinations of Alternative Sites
 - i. SBCH and St. Francis Medical Center (Alternative 1)
 - ii. SBCH and St. Francis Medical Center (Alternative 2)
 - iii. SBCH and Goleta Valley Cottage Hospital
 - iv. SBCH, Goleta Valley Cottage Hospital and St. Francis Medical Center
 - e. Alternative Sites Within SBCH Owned Property in the Oak Park Neighborhood
5. Phasing Alternatives
 - a. Goleta Valley Cottage Hospital
 - b. St. Francis Medical Center
 - c. Goleta Valley Cottage Hospital and St. Francis Medical Center
6. Parking Design – Increased Number of Parking Spaces

- a. Additional Above-Ground Level
- b. Additional Below-Ground Level
- 7. Circulation Patterns
 - a. Closure of Bath/Nogales
 - b. Closure of Castillo/Nogales
 - c. Closure of Nogales
 - d. Closure of Los Olivos
 - e. Pedestrian Pass-Through
 - i. Central Public Corridor
 - ii. Tunnel
 - iii. Interior Path between Material Management and Nutrition
 - iv. Exterior Path between the Existing Hospital and the New Building

➤ **Project Objectives**

The objectives for the proposed project are provided in Chapter 3.0, Project Description, and reiterated below:

1. Improve the seismic performance and the anticipated post-disaster conditions of SBCH's acute care hospital facilities so that its services would be available to continue to provide needed medical care following an earthquake
2. Provide improved hospital facilities that meet the Office of Statewide Health Planning and Development (OSHPD) design requirements for seismic upgrade that are adequate in size and type to meet the long-term health service needs of the South Coast community (Goleta to Carpinteria) and reflect current and foreseeable trends in the health care industry
3. Provide an upgraded hospital facility that meets OSHPD design regulations and is consistent with City policy and design provisions while locating all required departments and functions with a floor plan to facilitate operational efficiency and internal circulation
4. Complete hospital redevelopment within the timeframe mandated by State legislation for required seismic safety upgrades (SB 1953 and Alquist Hospital Seismic Safety Act)
5. Provide the redeveloped hospital at a location that is close to existing medical offices and services to facilitate multi-use medical efficiency and is within relatively close proximity to a major freeway or other circulation corridor
6. Provide for hospital project design and operations that are compatible (to the degree possible) with the surrounding neighborhood
7. Implement project development phases in a manner that minimizes lengthy construction-related effects on the environment to the extent feasible
8. Implement project development in a manner that limits disruption to existing inpatient and outpatient services
9. Provide needed facility improvements at the lowest feasible cost so that costs passed on to hospital patients are as low as possible
10. Continue to operate as a major employer within the City, providing a range of employment opportunities for citizens within the community

11. Provide for efficient expansion of hospital facilities to meet the future demand for both inpatient and outpatient facilities
12. Maximize project design in a manner that efficiently utilizes SBCH's available funding

➤ **Summary of Proposed Project/Project Impacts**

The proposed project involves demolition of approximately 270,000 square feet (sf) of existing hospital structures and construction of approximately 472,450 sf of new hospital structure with 337 licensed beds, construction of a helipad, two parking structures, and a three-structure childcare complex. The proposed three-story hospital facility would not exceed 60 feet in height and would span two blocks when complete. The expansion would require the closure of Castillo Street between Pueblo and Junipero Streets. A new Central Plant would be located on the site of the existing Eye Center at the southwest corner of Bath and Junipero Streets.

Parking would be provided in 34 at-grade parking spaces, 556 parking spaces in the proposed Knapp parking structure (to be located at the current surface parking lot east of the Knapp Building at 2400 Bath Street), and 635 parking spaces at the proposed Pueblo parking structure (to be located at the northeast corner of Pueblo and Castillo Streets). Both structures would include three parking levels: two stories above grade and one level below grade.

The proposed child care center would be located adjacent to the proposed Pueblo Parking Structure and would replace the surface parking lot located at the corner of Castillo and Los Olivos Streets.

The project proposes an increase of approximately 79,184 sf of landscaping throughout the project site, removal of approximately 324 trees, protection of 109 existing trees, removal and relocation of 10 trees, and planting of 398 new trees, resulting in a net gain of 95 trees.

Potential environmental impacts associated with the proposed project are described below.

Project Objectives. The proposed project meets all of the project objectives.

Air Quality. Long-term operation of the project and Specific Plan development would increase traffic in the surrounding vicinity, causing the levels of ROC and NO_x to exceed the significance thresholds. This **long-term significant impact** cannot be avoided, as there are no feasible mitigation measures. Exceeding ROC and NO_x levels would also cause **significant cumulative impacts** that cannot be avoided or mitigated.

Construction of the proposed project or Specific Plan build out creates potentially significant impacts from fugitive dust generation, but the implementation of the mitigation measures identified would reduce construction impacts to less than significant levels.

Biological Resources. Implementation of the proposed project and Specific Plan development would: (1) impact avian and wildlife foraging habitat through the loss of mature trees, and (2) potentially damage the Moreton Bay Fig tree (a local object of merit) through root zone intrusion and sun-scald.

Construction of the project or Specific Plan build out may also in the following potentially significant impacts: (1) temporal loss of localized avian wildlife habitat, (2) loss of ornamental and native trees, (3) damage to the Moreton Bay Fig tree, and (4) damage or loss

of protected trees as a result of construction activities. Mitigation measures have been identified that would reduce each of these potential impacts to *less than significant levels*.

Cultural Resources. Construction of the proposed project and Specific Plan build out has the *potential to significantly impact known and unknown archaeological sites and the Moreton Bay Fig tree* (a local object of merit). Loss of this tree may also create a *potentially significant cumulative impact* through the loss of historic landscape elements. A City of Santa Barbara Structure of Merit, 401 West Pueblo Street, would be demolished as a result of project construction, causing a *potentially significant impact*. Mitigation has been identified that would reduce each of these potential impacts to *less than significant levels*.

Geophysical. The proposed project and Specific Plan build out could cause slope instability and erosion during construction. In addition, corrosive soils, oversized rocks, uncompacted fill soils, and expansive soils may be encountered. Implementation of mitigation measures would reduce potential impacts to *less than significant levels*.

Hazards and Hazardous Materials. Implementation of the proposed project has the potential to expose persons or the environment to hazardous substances, increase the risk of exposure to medical waste, and increase the public security risk in parking structures and other secluded areas. In addition, there is the potential for helicopters to crash into properties within the flight path during flight operations. Additional hazards and hazardous material impacts could be caused by changes in handling and transportation routes, increases in the amount of hazardous materials used and hazardous waste generated, routing of medical waste, disruption of public security, and increases in potential fire hazards. Construction of the proposed project also has the potential to expose proposed project occupants or construction workers to unremediated soil or groundwater contamination. Mitigation measures have been identified that would reduce each of these potential impacts to *less than significant levels*.

Hydrology and Water Resources. The proposed project has the potential to result in significant long-term hydrology impacts due to changes in drainage patterns and a possible increase in 100-year flood elevations from the proposed closure of Castillo Street. Long-term operation of the proposed project has the potential to substantially discharge sediments or pollutants into surface waters or otherwise degrade water quality. During construction of the proposed project or Specific Plan build out, there is the potential for substantial hydrology impacts due to changes in drainage patterns, which could result in localized flooding and soil erosion. There is also the potential to substantially impact water quality due to the potential for discharge of sediments (from erosion or tracking), pollutants (from improper hazardous waste or solid waste management), or contaminated groundwater into the City's storm drain system.

Project Features, identified mitigation measures, and best management practices (BMPs) not only reduce potential impacts to *less than significant*, they also improve the hydrology and water quality conditions. Project design features such as the increase in landscaping would allow the 25-year storm peak flows discharging from the site to decrease slightly, thereby improving the local drainage conditions. With the proposed construction of a reinforced concrete box, the hospital and the downstream portion of the Oak Park neighborhood would no longer be located within the 100-year floodplain, alleviating the mandatory flood insurance requirements for this area.

Noise and Vibration. Construction noise impacts related to noise generated during excavation, grading, and construction on site would impact adjacent noise-sensitive land uses. In addition, maximum vibration velocity levels during construction would be perceptible (above 65 VdB) and could cause residential annoyance (72 to 80 VdB), but would be well below any damage thresholds (95 to 100 VdB) regardless of the age of surrounding structures. Implementation of mitigation measures would reduce impacts, but high noise and vibration levels resulting in annoyance over the nine-year construction period would result in **significant unavoidable construction noise and vibration impacts**.

No significant noise impacts would be anticipated from helipad operations, assuming one nighttime landing and one nighttime takeoff in a 24-hour period. An increase in helicopter operations to more than one nighttime flight within a 24-hour period would result in a significant long-term helicopter noise impact.

With mitigation, no significant long-term noise impact is anticipated from the parking structures, the central plant, air conditioning units, or truck loading/unloading. Traffic noise levels in the long term would continue to be moderately low. Therefore, **no significant long-term noise impacts** would occur on off-site noise-sensitive land uses.

Public Services and Utilities. No long-term or cumulative impacts to fire protection, police protection, ambulatory services, schools, water supply, the sewer system, or utility lines are anticipated from the proposed project or Specific Plan development. Proposed project features and mitigation measures may in fact **benefit public security and fire protection** through upgraded on-site security, fire protection equipment, comprehensive security and fire protection plans, and improved circulation and parking. **Water usage may also be reduced** from the decreased number of overnight patients and the use of low-flow plumbing fixtures. Potential increases in solid waste generation and natural gas and electricity consumption are potentially significant long-term impacts.

Other potential impacts are related to construction of the proposed project and/or Specific Plan build out. Temporary street closures may impact police, fire, and ambulatory services. There may be a slight increase in potable water demand and sewage flows as well as a significant increase in solid waste from demolition and construction activities. Project features and identified mitigation measures would reduce each of these potential impacts to **less than significant** levels.

Traffic and Circulation. Long-term project, Specific Plan, and cumulative traffic impacts at the following intersections would result in significant unavoidable adverse impacts:

- Mission Street/Bath Street
- Mission Street/Castillo Street
- Modoc Road/Mission Street

Closure of Castillo Street would potentially cause a long-term significant impact to pedestrian circulation. During construction, the proposed project would cause an increase in neighborhood traffic, impact the parking supply, and inhibit pedestrian movement. Implementation of identified mitigation measures would reduce these impacts to **less than significant** levels. A total of 1,372 parking spaces would be provided by the proposed project: 1,191 spaces within the two parking structures, 61 surface spaces, and 120 on-street

spaces. This parking supply exceeds the parking demand (1,359 spaces) for the proposed project.

Visual Aesthetics. In the long-term, the proposed project and Specific Plan development has the potential to significantly impact important public views within the Oak Park neighborhood from the intensification of structures for the main hospital, construction of two new parking garages and a childcare facility, removal of vegetation, and introduction of additional lighting sources. Interior hospital lighting, helipad lights, and glare may impact surrounding residences. During construction, light spillage onto areas adjacent to work areas would result in potentially significant short-term effects on existing land uses. Views of construction activities would occur continuously for nine years and have the potential to significantly affect public views during this period. Project features and implementation of mitigation measures would reduce each of these potential impacts to *less than significant* levels.

➤ **Summary of Significant Unavoidable Project Impacts**

As described above, the majority of the potential project impacts can be reduced to less than significant levels through mitigation and implementation of project features. The few significant impacts that cannot be feasibly mitigated are given below.

- Long-term project emissions of ROC and NO_x that exceed SBCACD threshold criteria
- Contribution to long-term cumulative emissions of ROC and NO_x that exceed SBAPCD threshold criteria
- Construction noise and vibration levels
- Long-term helicopter noise (more than one nighttime operation within a 24-hour period)
- Long-term traffic increases at Mission Street/Bath Street, Mission Street/Castillo Street, and Modoc Road/Mission Street, for the proposed project, specific plan, and cumulative condition

15.2 **ALTERNATIVE 1: NO PROJECT/NO BUILD**

CEQA section 15126.6(e)(1) requires that the EIR include evaluation of a no project alternative along with its impact. Section 15126.6(e)(2) states that the “*no project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonable be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.*” Two No Build/No Project Alternatives are discussed below. The first includes the closure and non-operation of SBCH, and the second is reuse of the existing buildings as medical offices.

➤ **Alternative 1A: Closure of SBCH**

Under this alternative, the existing SBCH structures would not be seismically retrofitted or remodeled. By the year 2013, SBCH would cease to operate as an acute care facility due to noncompliance with State-mandated seismic standards. Demand for hospital facilities (acute and non-acute care) would be shifted to other hospitals in the south coast area.

1A: Project Objectives. Alternative 1A does not meet the basic project objectives of providing a new hospital that could provide acute medical care following an earthquake (Objectives 1, 2, 3, 4, 5). In addition, Alternative 1A does not allow existing inpatient and outpatient services to continue (Objective 8), nor does it allow SBCH to continue to operate as a major employer within the City (Objective 10). Lastly, it does not provide a facility to meet future demand for both inpatients and outpatients (Objective 11).

1A: Air Quality. As was shown in Chapter 5.0, current ambient air quality in the vicinity of the project is below State and federal standards for all criteria pollutants. Closure of the hospital would not entail any construction activities or increased project traffic, and therefore would not change the existing air quality. Hospital closure would avoid impacts to air quality at the proposed project site. However, hospital uses would be shifted to other facilities such as Goleta Valley Cottage Hospital, the Marian Medical Center in Santa Maria, or the Ojai Valley Community Hospital. Increased trips may impact air quality at these facilities.

1A: Biological Resources. Approximately 422 trees are located on site. No trees would be planted or removed for Alternative 1A, so the number and variety of trees would remain unchanged. Existing vegetation on site represents a minor localized habitat source with limited biological value for urban wildlife, such as birds and other species adapted to urban settings. Chapter 6.0 described how the existing trees and plants on site vary in their individual condition as to health and vigor. Many of the street trees are stressed and in fair to poor condition. Stressed conditions are also evident in the large Moreton Bay Fig tree. Closure of the hospital could allow these stressful conditions to persist, which could result in a loss of street trees in the long term.

1A: Cultural Resources. Alternative 1A would not change the existing setting, as there would be no construction or demolition. Therefore, this alternative has no potential to impact cultural resources. Because the proposed project has the potential to impact known and unknown archaeological sites, damage the Moreton Bay Fig tree (an Object of Merit), and demolish 401 West Pueblo (a Structure of Merit), this alternative would avoid impacts to cultural resources.

1A: Geophysical. Alternative 1A would not change the existing geophysical conditions. While construction of the proposed project may cause erosion and slope instability, closure of the hospital would not create these potential impacts. The probability that the project site would be subject to strong seismic shaking from a moderate to large earthquake on a major active fault in the Santa Barbara region is high. Because there would be no seismic retrofitting with Alternative 1A, the buildings would be more likely to collapse and cause secondary hazards. Therefore, when compared to the proposed project, closure of the hospital would result in greater long-term seismic impacts.

1A: Hazards and Hazardous Materials. Public Security and Fire Hazards would not be different from the existing conditions. However, closure of the hospital would result in a decrease of hazardous material/waste and sewage disposal, thereby resulting in fewer impacts from hazards and hazardous materials at the site. However, the hospital uses and associated hazards and hazardous materials would be moved to other hospital or medical/office uses off site. While impacts from hazards and hazardous materials would be avoided at the site, potential impacts would be created at other hospitals or medical offices in the South Coast area.

1A: Hydrology and Water Resources. Alternative 1A would not change the existing drainage patterns or the existing flood potential. As was noted above, the proposed project would improve drainage patterns and flooding conditions in the long term. Alternative 1A would not alter existing flooding conditions, and buildings would remain in the 100 year floodplain. Also discussed in Section 15.1 are the potential water quality impacts of the proposed project. These impacts would not occur with Alternative 1A. The pollutants associated with storm water runoff and use of the building include sediment, nutrients, bacteria, oxygen-demanding substances, petroleum products, heavy metals, toxic chemicals, trash, and debris. Under Alternative 1A, the buildings would not be used and pollutant levels would decrease. However, these same buildings would not be treated with BMPs. When compared to the proposed project, existing flooding conditions would remain with Alternative 1A, but the volume of runoff containing contaminants would not worsen or be treated.

1A: Noise and Vibration. As was shown in Chapter 11, current noise levels from parking structures and other ambient noise sources are below the City of Santa Barbara noise standard of 60 dBA Ldn at the nearest residence. In addition, traffic noise is generally low. Closure of the hospital would not entail any construction or increased traffic and therefore would not change the existing noise levels. Also, operational noise from employees, visitors, and patients would be eliminated by closure. However, these impacts would be relocated to other medical facilities. Construction of the proposed project may cause significant noise and vibration impacts, while closure would avoid these noise and vibration impacts.

1A: Public Services and Utilities. Closure of SBCH would reduce the need for fire and police protection on site and it would reduce the need for public transportation in the area. Potable water demand, sewage flows, and solid waste flows would be reduced by this alternative. However, elimination of a hospital would reduce the number of treatment facilities for patients. All trauma center patients would have to go to Goleta Valley Cottage Hospital, which is a minimum of 15 minutes away from SBCH by car (or ambulance). This additional travel time may be critical to trauma patients, causing an impact to the health care needs of Santa Barbara residents and the City's emergency services personnel.

1A: Traffic and Circulation. Alternative 1A would result in a reduction in traffic volumes on the roadways in the vicinity of the hospital. In the existing condition, the hospital generates approximately 5,926 daily, 531 a.m. peak hour, and 480 p.m. peak hour vehicle trips. With the closure of the hospital, these trips would be diverted to other portions of the South Coast area where acute and non-acute care facilities are located. Significant traffic impacts associated with the proposed project would be avoided; however, impacted intersections would continue to operation at congested levels with this alternative.

In the existing condition, the hospital creates an on-street parking demand of approximately 379 vehicles. With Alternative 1A, on-street parking would still be required by the adjacent medical office uses; however, the total on-street parking demand would be reduced by approximately 379 vehicles.

Under this alternative, Castillo Street would not be vacated between Pueblo and Junipero Streets and therefore the associated impacts of that potential closure would not occur. Also, pedestrian circulation around the hospital campus would not change, and potential effects to pedestrian movement would be avoided.

1A: Visual Aesthetics. Alternative 1A would not change the views of the existing site conditions. Since there would be no construction, potential impacts from light spillage and views of construction activities would be avoided. When compared to the proposed project, closure of SBCH would avoid potential visual effects associated with view blockage, size, bulk, and scale issues; neighborhood compatibility; and light/glare effects.

➤ **Alternative 1B: Conversion of the Hospital to Medical Offices**

Under this alternative, the existing structures would be occupied with uses permitted within the existing C-O Medical Office zoning designation and/or non-acute care hospital functions. The C-O Medical Office designation permits: multifamily residential, professional medical offices; medical equipment/supply sales; banks, residential care facilities, and State-licensed large family daycare homes. For purposes of this analysis, this alternative consists of 465,000 square feet of professional medical office uses. No additional parking beyond existing structures and surface lots would be provided, and the existing daycare facility would remain.

1B: Project Objectives. Alternative 1B meets a few of the project objectives, such as providing operations that are compatible with the surrounding neighborhood (Objective 6) and continued operation as a major employer within the City (Objective 9). However, this alternative fails to meet the basic project objectives of providing a new hospital that could provide acute medical care following an earthquake (Objectives 1, 2, 3, 4, 5). In addition, Alternative 1B does not allow existing inpatient and outpatient services to continue without disruption (Objective 8).

1B: Air Quality. The proposed project causes long-term air quality to exceed ROC and NO_x thresholds due to increased traffic; this alternative only exacerbates these impacts. This alternative results in 16,800 daily trips, an increase of over 10 percent above the proposed project, and would result in substantial air quality impacts. Because there are no feasible mitigation measures to reduce ROC and NO_x to below the significance thresholds, Alternative 1B would cause a significant unavoidable impact that is substantially more severe than the impact of the proposed project. Therefore, when compared to the proposed project, Alternative 1B would result in greater long-term and cumulative air quality impacts.

During construction of the proposed project, there is potential for fugitive dust to create a nuisance, but there would be little to no exterior construction with Alternative 1B. Interior renovation would be required to convert existing buildings to medical offices. Therefore, potential fugitive dust impacts would be avoided, and construction activities would be substantially less than the proposed project.

1B: Biological Resources. No trees would be removed or planted for Alternative 1B, so the number and variety of trees would remain unchanged. As was discussed in Alternative 1A, many of the existing trees are stressed and in fair to poor condition. Alternative 1B would also allow these stressful conditions to persist, which could result in a loss of trees in the long term.

1B: Cultural Resources. Alternative 1B would not change the existing setting, as there would be no exterior construction or demolition. Therefore, this alternative has no potential to impact cultural resources. Project impacts to known and unknown archaeological sites, the Moreton Bay Fig tree (an Object of Merit), and 401 West Pueblo (a Structure of Merit) would be avoided.

1B: Geophysical. Alternative 1B would not change the existing geophysical conditions. While construction of the proposed project may cause erosion and slope instability, closure of the hospital would not create these potential impacts. The probability that the site would be subject to strong seismic shaking from a moderate to large earthquake on a major active fault in the Santa Barbara region is high. No seismic retrofitting is included in this alternative, and the potential for building collapse and damage due to a seismic event is higher than the proposed project.

1B: Hazards and Hazardous Materials. Operation and construction of the proposed project has the potential to expose employees, patients, visitors, and construction workers to hazardous materials/waste. Each of these impacts would be avoided with Alternative 1B, since this alternative requires little to no construction. However, long-term use of hazardous materials/waste would be similar to the proposed project.

1B: Hydrology and Water Resources. Alternative 1B would not change the existing drainage patterns or the existing flood potential. Existing flooding conditions would remain with Alternative 1B. However, the proposed project may create potential water quality impacts during construction and in the long term. These potential water quality impacts would not occur with Alternative 1B. Under Alternative 1B, pollutant levels would most likely remain similar to existing conditions because building and parking areas would remain. However, it should be noted that no BMPs would be implemented into Alternative 1B. When compared to the proposed project, drainage and flood control are not improved by Alternative 1B, and water quality impacts would be greater since existing flooding conditions would remain.

1B: Noise and Vibration. During long-term operation, Alternative 1B could increase traffic by up to 70 percent compared to the proposed project (see Traffic and Circulation discussion below for this alternative), potentially increasing traffic noise levels on adjacent arterial streets. Vibration impacts would be avoided, but there would still be some construction involved with the interior remodeling and minor exterior construction activities. Therefore, this Alternative would reduce construction-related noise, but greater impacts may result from long-term increases in noise due to the substantially higher number of average daily trips associated with this alternative.

1B: Public Services and Utilities. Alternative 1B would require public service needs similar to existing conditions. Currently, all public services are available and could serve either the proposed project or Alternative 1B. Elimination of a hospital would reduce the number of treatment facilities for patients. All trauma center patients would have to go to Goleta Valley Cottage Hospital, which is at least 15 minutes away from SBCH by car (or ambulance). This additional travel time may be critical to trauma patients, causing an impact to the health care needs of Santa Barbara residents and the City's emergency services personnel.

Alternative 1B would not require realignment of MTD Route 3 (Oak Park), as would be required by the closure of Castillo Street with the proposed project. Due to interior remodeling, construction solid waste would be generated by Alternative 1B, but the volume would be considerably less.

1B: Traffic and Circulation. Utilization of the existing structures with 465,000 square feet of professional medical office use would result in the generation of approximately 16,800 daily, 1,153 a.m. peak-hour and 1,730 p.m. peak-hour vehicle trips, according to trip rates from the Institute of Transportation Engineers, Trip Generation, 7th Edition. The project as proposed is

forecast to generate approximately 7,301 daily, 654 a.m. peak-hour and 591 p.m. peak-hour vehicle trips. Therefore, Alternative 1B would result in an increase in trip generation of 9,499 daily, 499 a.m. peak-hour and 1,139 p.m. peak-hour vehicle trips. This increase would substantially exacerbate the significant unavoidable adverse impacts identified for the proposed project.

According to parking generation rates from the Institute of Transportation Engineers, Parking Generation, 2nd Edition, 465,000 square feet of professional medical office would generate a parking demand of approximately 1,911 parking spaces, approximately 552 more spaces than the forecast project parking demand. In addition, this alternative would further exacerbate parking conditions in the surrounding neighborhood, as no additional parking structures would be provided.

1B: Visual Aesthetics. Alternative 1B would not change the exterior views of the existing site conditions. Since there would be little to no construction on the exterior of the hospital, potential impacts from light spillage and views of construction activities would be avoided. However, interior renovation may still create short-term visual impacts. When compared to the proposed project, renovation of SBCH to medical offices would avoid impacts associated with view blockage, size, bulk, and scale issues, neighborhood compatibility, and lighting effects.

15.3 **ALTERNATIVE 2: REMODEL OF EXISTING BUILDINGS**

Existing SBCH acute care facilities would be upgraded, remodeled, and seismically retrofitted under Alternative 2. The remodel would entail renovation of the existing 465,900-square-foot structure to provide services in a manner that is consistent with the current standard of care in the hospital industry (Buildings A, B, C, D, E, F, G, I, and K). There would be no increase in outpatient square footage and the existing childcare facilities would remain. Utilizing a ratio of 2,040 square feet of hospital per bed, based on the proposed replacement hospital's size divided by the number of beds, the existing hospital building would be remodeled to accommodate 228 beds. The Central Plant would not be expanded. According to SBCH, the average number of occupied beds in the existing condition is 226. As a result, the remodel of the existing buildings would not result in a significantly changed operational capacity.

Traffic and parking generation would be roughly the same as the existing condition. If no new parking facilities were constructed with the remodel, the hospital would continue to generate an on-street parking demand of approximately 379 vehicles. Two parking structures would be constructed: one on the surface parking lot adjacent to the Knapp building and another on the surface parking lot (Lot 3) west of Castillo Street. The Knapp parking structure would be identical to the structure proposed at that location for the project and would provide 556 spaces. Approximately 280 spaces would be provided in a three-story structure on Lot 3. This figure was based on 0.003 spaces per square foot per level (the number of spaces per level divided by the footprint of the proposed project's parking structures). Lot 3 is approximately 31,275 square feet, providing for 94 spaces per level. In sum, Alternative 2 would provide 836 parking spaces.

Retrofitting the hospital would only improve the seismic performance of the hospital temporarily. According to SB 1953, retrofitting must be conducted by 2008, and retrofitted

hospitals would still have to be replaced by 2030. Therefore, retrofitting does not meet the basic objective of providing long-term health services to the South Coast community. In addition, the remodel would disrupt the provision of existing services because there would be no area to temporarily relocate beds and services during construction activities as occurs with the proposed project.

15.4 ALTERNATIVE 3: ALTERNATIVE SITE DESIGNS

The following alternatives identify alternative site configurations that have the potential to reduce one or more significant impacts of the proposed project identified in Section 15.1.

➤ Alternative 3A: Reduced Size Project

This alternative would construct the proposed hospital on the same size footprint as the proposed project. However, the hospital would be reduced in height by one story, resulting in a hospital that is 15 feet lower than currently proposed. The proposed project has an average of 100 beds per floor, so the reduction by one story would result in a loss of approximately 100 beds. The two-story hospital facility would not exceed 45 feet in height, but it would still span two blocks when complete, thereby requiring closure of Castillo Street between Pueblo and Junipero Streets. Like the proposed project, the Alternative 3A hospital would have a helipad and the new Central Plant would be located on the southwest corner of Bath and Junipero Streets. Parking would be the same as the proposed project, with 61 at-grade parking spaces, 556 parking spaces in the proposed Knapp parking structure, 635 parking spaces at the proposed Pueblo parking structure, and 120 on-street parking spaces. Childcare would also be the same as the proposed project.

While Alternative 3A would improve the seismic performance and the anticipated post-disaster conditions of the hospital, it does not meet the primary project objectives. It would not provide an adequate number of beds to meet the long-term health service needs of the South Coast community, since there would be fewer beds. In addition, this alternative does not provide room for efficient expansion of hospital facilities to meet the future demand for both inpatient and outpatient facilities. Because this alternative does not meet these objectives, it is considered infeasible.

➤ Alternative 3B: Four Level Facility Replacement Hospital Alternative (SBCH Option 7)

This alternative would construct the 438,500-square-foot replacement hospital in a four-story structure (Figure 15.1). The additional story would increase the hospital height by 15 feet so that the roof would be 75 feet above the ground surface. The hospital would be taller, but it would be constructed on a smaller footprint. The structure would require demolition of Buildings A, B, C, D, E, F, G, I, and K, the Lot 1 surface parking lot, and closure of Castillo Street. Expansion of the Central Plant would be conducted at its existing location along Junipero Street, and the childcare and parking garage adjacent to Oak Park Lane would remain in use. The existing Oak Park Lane structure contains 475 parking spaces. The Knapp parking structure would be constructed in the same location as proposed with the project and would contain 556 spaces. A new parking structure would be constructed on the at-grade parking lot located south of Pueblo and west of Castillo Street (Lot 3). Like Alternative 2, this three-story structure would total approximately 31,275 square feet, with approximately

280 parking spaces. Approximately 50 of the existing on-site surface parking spaces and 120 on-street parking spaces could be maintained. The total number of parking spaces available in Alternative 3B is 1,481. It is anticipated that the construction duration for this alternative would be 13 years, 4 years longer than the proposed project. This Alternative is represented in Figure 15.1.

3B: Project Objectives. Alternative 3B meets all of the project objectives.

3B: Air Quality. Like the proposed project, there is a potential for fugitive dust to create a nuisance. Since the construction duration is longer than the proposed project, this alternative would exacerbate this potential impact. Implementation of the mitigation measures prescribed for the proposed project would also be applicable to Alternative 3B to ensure that fugitive dust generation would be kept below threshold levels and reduced to below a level of significance.

Long-term operation of Alternative 3B would cause effects similar to the proposed project. Emissions of ROC and NO_x would exceed thresholds based on emission factors for 2004. This impact could not be avoided and could not be mitigated. When compared to the proposed project, Alternative 3B has significant air quality impacts that are similar to the proposed project.

3B: Biological Resources. When compared to the proposed project, development of this alternative would result in similar biological effects as the proposed project. Existing ornamental and native oak trees and other vegetation would be removed from the project site, resulting in a loss of localized wildlife/avian habitat. However, due to the location of this alternative, there would be fewer impacts to existing oaks on Oak Park Lane and the Pueblo Street/Oak Park Lane intersection. Construction has the potential to directly impact (i.e., remove) the Moreton Bay Fig tree (a local Object of Merit). Loss of this tree would be a significant impact. Implementation of the mitigation measures prescribed for the proposed project would also be applicable to Alternative 3B. Implementation of mitigation reduces each of these potential impacts to less than significant levels.

3B: Cultural Resources. Like the proposed project, Alternative 3B has the potential to impact unknown archaeological sites and significantly impact the Moreton Bay Fig tree (an Object of Merit). Loss of the Moreton Bay Fig tree would result in a significant cumulative loss to historic landscape elements. However, Alternative 3B does not require demolition of 401 West Pueblo Street (a City of Santa Barbara Structure of Merit), it would not impact site CA-SBa-3684, and the smaller footprint reduces the opportunity to impact unknown archaeological sites. Therefore, Alternative 3B avoids several of the potentially significant impacts caused by the proposed project.

3B: Geophysical. Alternative 3B has potential impacts similar to the proposed project. There would be similar seismic impacts and geologic conditions, including slope instability, erosion, corrosive soils, oversize rocks, uncompacted fill soils, and expansive soils. The implementation of the mitigation measures described for the proposed project would also be applicable to Alternative 3B, thereby mitigating impacts to less than significant levels.

3B: Hazards and Hazardous Materials. Like the proposed project, Alternative 3B has the potential to expose employees, patients, visitors, and construction workers to hazardous materials/waste. Similar to the proposed project, there is also the potential for persons or the environment to be exposed to medical waste during construction, the potential for public

security impacts, and increased fire hazard impacts. Mitigation measures that were described for the proposed project could be implemented for Alternative 3B. These potential impacts would then be mitigated to less than significant levels. The potential for persons to be exposed to hazardous substances during removal of the existing USTs, relocation of the aboveground diesel fuel tank, and relocation of other equipment associated with the Central Services Plant would be avoided with Alternative 3B since the Central Plant expansion would be conducted at its existing location.

3B: Hydrology and Water Resources. Alternative 3B would have the same impact to drainage, flooding, and water quality as the proposed project since it has a similar construction footprint. With the proposed construction of a reinforced concrete box, more than two City blocks southeast of the hospital would no longer be located within the 100-year floodplain, alleviating the mandatory flood insurance requirements for this area. Project design features, such as the increase in landscaping, would allow the 25-year storm peak flows discharging from the site to decrease slightly, thereby improving the local drainage conditions. Like the proposed project, Alternative 3B would improve drainage patterns and flood potential in the long term.

Construction may cause temporary drainage pattern changes, erosion of bare soil, ponding of water at the site, and localized flooding. Clearing, grading, excavation, and construction activities may also create potential sources for runoff contamination, which would impact water quality. The implementation of the mitigation measures described for the proposed project would also be applicable to Alternative 3B, thereby mitigating impacts to less than significant levels. When compared to the proposed project, Alternative 3B has similar impacts to hydrology and water quality impacts.

3B: Noise and Vibration. Like the proposed project, construction noise impacts related to noise generated during excavation, grading, and construction on site could significantly impact adjacent noise-sensitive land uses. In addition, maximum vibration velocity levels during construction would be similar to the proposed project and may cause residential annoyance. In the long-term, helipad operations may create significant noise impacts. Overall, construction of Alternative 3B would have unavoidable significant impacts similar to the proposed project.

3B: Public Services and Utilities. Alternative 3B would cause impacts similar to the proposed project. There would be no long-term or cumulative impacts to fire protection, police protection, ambulatory services, schools, water supply, the sewer system, or utility lines. Like the proposed project, Alternative 3B may benefit public security and fire protection and reduce the potable water demand, but significant impacts may arise from increases in solid waste generation and natural gas and electricity consumption.

Construction-related impacts would also be similar to the proposed project. These potential impacts include disruption of police, fire, and ambulatory services from temporary street closures, a slight increase in potable water demand and sewage flows, and a significant increase in solid waste from demolition and construction debris. The mitigation measures described for the proposed project would also be applicable to Alternative 3B, thereby reducing impacts to less than significant levels.

3B: Traffic and Circulation. Alternative 3B would not result in a change in trip or parking generation from that identified in the Transportation and Circulation Chapter (13.0) for the

proposed project and would result in the same significant unavoidable adverse impacts as the proposed project. The four-story design could accommodate increased public access on the ground level. Construction would not cause an increased need for public transportation. However, closure of Castillo Street would require alteration to existing bus line routes similar to the proposed project. With three parking structures, this alternative would provide 109 more parking spaces than the proposed project.

3B: Visual Aesthetics. Impacts to public views would be reduced by this alternative, since it would not impact the public landscaped area located at the Pueblo Street/Oak Park Lane intersection. However, this alternative would result in greater visual impacts than the proposed project as a result of the increase in building height and mass/scale of the hospital and the Pueblo parking garage. Potential light and glare impacts would also be greater due to the increased height. In addition, the height is inconsistent with the existing character of the surrounding neighborhood and exceeds the requirements set forth in the existing C-O zoning and proposed zoning (SP-8) standards. Additionally, approval of the exceedance of the height restriction would require a public vote for approval.

➤ **Alternative 3C: Partial Replacement West of the Site (SBCH Option 3)**

This alternative would construct the replacement hospital west of the existing main hospital (Figure 15.2). While this alternative does not provide any childcare facilities, it avoids impacts to the MRI Building (a City of Santa Barbara Structure of Merit) located at 401 West Pueblo and provides an increased number of parking spaces. Another benefit of this alternative is that the construction duration is anticipated to be 7.6 years, somewhat shorter than the proposed project.

Implementation of this alternative would require demolition of all structures within the westerly portion of the main hospital campus, the administrative research, Oak Park Medical and Neurological Associates buildings, Children's and Infant/Toddler Centers, Central Services building, parking structure and other administrative buildings, and Buildings A, B, and C.

The Central Plant could be relocated to the corner of Junipero and Bath Streets and the Knapp parking structure would be constructed, as currently proposed by the project with 556 spaces. The Pueblo parking structure would be shifted to the west and reduced slightly in size, thereby avoiding displacement of the MRI building. The Pueblo parking structure footprint would be 46,312 square feet, resulting in approximately 139 spaces per level. Like the proposed project, this structure would be three stories, with a total of approximately 417 parking spaces. A third parking structure would be constructed to the south on Lot 3, adjacent to Castillo Street. Like the Lot 3 structure described in Alternatives 2 and 3B, it would total approximately 31,275 square feet, with approximately 280 parking spaces. Approximately 36 on-site surface parking spaces could be retained, and 120 off-street parking spaces could be utilized for this alternative. The total number of parking spaces would be 1,409. This is 37 more spaces than the proposed project. Closure of Castillo Street would be required to accomplish this alternative. Figure 15.2 shows the proposed design of Alternative 3C.

The size and scale of the facilities proposed in this alternative are roughly equivalent to the proposed project. Therefore, potential construction-related impacts are similar in terms of geophysical conditions, hazards and hazardous materials, hydrology and water resources, and public services and utilities. The resultant hospital and associated facilities would provide all

the same services as the proposed project, so the long-term potential impacts to these items is also the same as the proposed project. However, the alternative location for Alternative 3C, additional parking structure, and shortened construction duration lead to different impacts with regard to air quality, biological resources, cultural resources, noise and vibration, traffic and circulation, and visual aesthetics, as described below.

3C: Project Objectives. Alternative 3C meets most of the project objectives. Due to the lack of childcare services, this alternative would result in a disruption to existing services (Objective 8).

3C: Air Quality. Because Alternative 3C involves a similar size hospital with services similar to the proposed project, long-term operation of Alternative 3C would cause similar significant impacts as the proposed project through increased traffic in the surrounding vicinity. Emissions of ROC and NO_x would exceed thresholds, resulting in the same significant impact as the proposed project that cannot be avoided and cannot be mitigated.

Like the proposed project, there would be significant short term air quality impacts during demolition and construction activities. Since the construction duration is shorter than the proposed project, these impacts would be reduced. Implementation of the mitigation measures prescribed for the proposed project would also be applicable to Alternative 3C to ensure that fugitive dust impacts would be less than significant.

3C: Biological Resources. When compared to the proposed project, development of this alternative would result in similar biological effects as the proposed project. While the Moreton Bay Fig tree (a local Object of Merit) would not be removed, like the proposed project, construction has the potential to impact this tree. Implementation of the mitigation measures prescribed for the proposed project would also be applicable to Alternative 3C and would reduce each of these potential impacts to less than significant levels.

3C: Cultural Resources. Alternative 3C has the potential to cause many of the potentially significant impacts as the proposed project, such as the potential for construction activities to impact unknown archaeological sites and damage the Moreton Bay Fig tree (a local Object of Merit). The implementation of the mitigation measures prescribed for the proposed project would also be applicable to Alternative 3C, thereby mitigating these potentially significant impacts to less than significant levels.

Alternative 3C does not require demolition of 401 West Pueblo Street, a City of Santa Barbara Structure of Merit, and therefore avoids one of the potentially significant impacts associated with the proposed project.

3C: Noise and Vibration. Because this alternative involves construction of hospital facilities that are roughly the same size as the proposed project, Alternative 3C would cause similar amounts of demolition and construction. Construction noise impacts related to noise generated during excavation, grading, and construction could significantly impact adjacent noise-sensitive land uses. In addition, maximum vibration velocity levels during construction are expected to cause residential annoyance. Lastly, placement of parking structures near residences and helipad operations may create long-term significant noise impacts. Like the proposed project, these impacts are considered significant and unavoidable.

3C: Traffic and Circulation. Construction would not cause an increased need for public transportation. However, closure of Castillo Street would require alteration to existing bus line routes. Alternative 3C would result in the same trip or parking generation identified in

the Transportation and Circulation Chapter (13.0) for the proposed project. Significant unavoidable adverse traffic impacts at local intersections would remain.

This alternative proposed three parking structures and would provide 37 more parking spaces than the proposed project.

3C: Visual Aesthetics. Like the proposed project, Alternative 3C has the potential to significantly impact views within the Oak Park neighborhood from the intensification of structures for the main hospital, construction of three new parking garages, and removal of vegetation. One of the parking structures (Lot 3 structure) would be closer to residences than any of the proposed project structures and may therefore cause greater viewshed impacts.

Since Alternative 3C would result in a hospital of similar size to the proposed project, interior hospital lighting, helipad lights, and glare may impact surrounding residences in the same manner as the proposed project. In addition, similar short-term impacts from light spillage during construction would be potentially significant. Views of construction activities would occur continuously for nine years (like the proposed project) and have the potential to significantly affect public views during this period. Project features and implementation of mitigation measures described for the proposed project would also be applicable to Alternative 3C, thereby reducing each of these potential impacts to less than significant levels.

➤ **Alternative 3D: Reduced Parking Structure Size**

The size of the parking structures would be reduced by one level, resulting in a loss of 249 spaces from the number proposed by the project. (112 spaces from the Knapp parking structure and 137 from the Pueblo parking structure) Each structure would be reduced in height by approximately 10 feet. Reduction of each structure by one level would decrease the expected construction duration by approximately one month. All other parking facilities proposed by the project would remain the same.

Because the footprints and excavation depths of the proposed parking structures for Alternative 3D are the same as the proposed project, potential impacts to biological resources, cultural resources, geophysical conditions, hazards and hazardous materials, hydrology and water resources, and public services and utilities would be the same as the proposed project. There are potential differences, however, in terms of air quality, noise and vibration, traffic and circulation, and aesthetics. The discussion below focuses on the topics affected by the height reduction.

3D: Project Objectives. Alternative 3D would help accomplish the objective of minimizing construction (Objective 7) since it would reduce construction duration by one month. However, the reduced number of parking spaces associated would not accommodate future volumes of employees, patients, and visitors (Objective 11).

3D: Air Quality. Alternative 3D would cause similar amounts of demolition for the proposed parking structures, but slightly less construction than the proposed project. While fugitive dust generation would still be a potentially significant impact, the potential would be slightly less than the proposed project. The implementation of the mitigation measures described for the proposed project would also be applicable to Alternative 3D to ensure that fugitive dust generation would be kept below levels of significance during construction.

3D: Noise and Vibration. Alternative 3D has similar potential impacts as the proposed project. Although there would be slightly less construction than the proposed project, there is still the potential for significant noise and vibration impacts from excavation, grading, and construction. These impacts might be reduced slightly, but like the proposed project, these impacts would still be considered significant and unavoidable.

3D: Traffic and Circulation. Alternative 3D would reduce the project's parking supply by 249 spaces, resulting in a parking deficiency of approximately 236 parking spaces. Therefore, this alternative would result in a deficit in parking supply and potentially result in significant parking impacts.

3D: Visual Aesthetics. Development of this alternative would result in views of a reduced structure from public vantage points on Pueblo Street, Castillo Street, and Oak Park Lane. Views of construction activities have the potential to significantly affect public views. The mitigation measures prescribed for the proposed project would also be applicable to Alternative 3D, thereby reducing impacts to less than significant levels.

➤ **Alternative 3E: Underground Parking (under the main hospital).**

Under Alternative 3E, the Pueblo parking structure would not be constructed, and underground parking would be provided on two subterranean levels, located directly under the proposed hospital. A maximum of 426 parking spaces would be constructed on these underground levels. Two additional passenger elevators would be constructed between the ground level of the hospital and the subterranean parking levels. As anticipated by the proposed project, the Knapp parking structure would be constructed with 556 parking spaces, and the proposed on-site surface parking (61 spaces) and on-street parking (120 spaces) would remain the same. In addition, 100 parking spaces would be provided on a surface lot at the location of the proposed Pueblo parking structure, and the childcare facilities would be constructed as currently proposed. There would be a total of 1,263 parking spaces, resulting in 109 fewer spaces than the proposed project. Excavation and construction of the subterranean parking levels would result in a project schedule that is 17 months longer than the proposed project.

With the underground parking, the surface lot at Pueblo, and the Knapp parking structure, the construction footprint is the same as the proposed project. Therefore, potential impacts to biological and cultural resources are the same as the proposed project. Underground parking and the reduced number of parking spaces lead to additional impacts for each of the other topics. These impacts are discussed below.

3E: Project Objectives. Alternative 3E meets all the project objectives, although the 17 additional months of construction may not allow for hospital redevelopment to take place within the timeframe mandated by State legislation for required seismic safety upgrades (SB 1953 and Alquist Hospital Seismic Safety Act).

3E: Air Quality. Although Alternative 3E avoids construction of the Pueblo parking structure, demolition of the existing buildings would still be required to construct the surface parking lot, it creates 17 additional months of excavation and construction at the main hospital site. This extension in the project schedule and additional amount of excavation and construction would result in higher emissions and would exacerbate the significant short-term

air quality impact identified for the proposed project. This alternative would result in greater short-term air quality impacts than the proposed project.

3E: Geophysical. Like the proposed project, construction may cause slope instability and erosion. In addition, corrosive soils, uncompacted fill soils, and expansive soils may be encountered. Parking underneath the hospital would be required to meet more stringent OSHPD design standards, substantially increasing the cost of the replacement hospital and construction of additional supporting structures (e.g., piers).

Construction of the underground parking garage would require basement floor elevations at approximately 28–35 feet below existing ground surface (varies due to existing topography on site). It is estimated that approximately 100,000 cubic yards of additional material would need to be excavated and removed to construct two levels of parking underneath the replacement hospital. Additional excavation could be required due to structural design criteria and/or hydrostatic load conditions. Excavation of material would be relatively difficult due to the presence of large boulders (4–5 feet in diameter) in the soil.

3E: Hazards and Hazardous Materials. In addition to the potential hazards impacts associated with the proposed project, Alternative 3E would create increased opportunities for uncontrolled access to the replacement hospital, which would occur as a result of providing subterranean parking levels. Additionally, provision of parking underneath the hospital provides an opportunity for malicious acts to be conducted. This potential would require additional security personnel and surveillance equipment to monitor activities in the parking areas to ensure the integrity of hospital structures and operations.

Continuous mechanical ventilation would be required to ensure that carbon monoxide levels do not concentrate in the underground parking garage. Incorporation of carbon monoxide monitoring equipment into the project design would be required. When compared to the proposed project, Alternative 3E would cause greater impacts from hazards and hazardous materials than the proposed project.

3E: Hydrology and Water Resources. The increased depth of construction associated with underground parking creates the potential to encounter perched groundwater.

Perched groundwater has been encountered at depths between 21 and 40.5 feet below the existing ground surface. Temporary dewatering during construction and permanent dewatering under the hospital during project operation would be required to limit the intrusion of perched groundwater into the construction area and the permanent structure.

When compared to the proposed project, Alternative 3E would cause greater potential impacts to hydrology and water quality.

3E: Noise and Vibration. As was discussed under Hazards and Hazardous materials for this Alternative, continuous mechanical ventilation would be required to ensure that carbon monoxide levels do not concentrate in the underground parking garage. This additional equipment would increase long-term operational noise levels above those anticipated for the proposed project. Therefore, the potential for significant long-term noise impacts would be exacerbated by Alternative 3E.

With 17 additional months of construction, Alternative 3E would create significant construction noise and vibration impacts to adjacent noise-sensitive land uses for a much longer duration than the proposed project. In addition, there would be increased noise from

the substantial amount of excavation necessary to dig out the trenches and build the foundation. When compared to the proposed project, Alternative 3E has greater noise and vibration impacts than the proposed project.

3E: Public Services and Utilities. Like the proposed project, construction-related impacts would include disruption of police, fire, and ambulatory services from temporary street closures and a slight increase in potable water demand and sewage flows. Although the Pueblo parking structure would not be constructed, demolition activities would still take place in order to provide surface parking; therefore, like the proposed project, a significant increase in solid waste would still be anticipated. The mitigation measures described for the proposed project would also be applicable to Alternative 3E, thereby reducing impacts to less than significant levels.

As was discussed in the hazards and hazardous materials section for this alternative, underground parking provides an opportunity for malicious acts to be conducted. This may result in increased need for police services, thereby causing greater long-term impacts than the proposed project.

3E: Traffic and Circulation. As SBCH would remain open during construction, it is necessary to ensure that there is adequate parking supply during the construction activities. If the Pueblo parking garage is replaced by subterranean parking under the hospital, there would be a deficit of 398 parking spaces during Phases III and IV of construction. Although some surface parking would be constructed in the area planned for the Pueblo parking structure (approximately 100 spaces), the phasing of demolition and construction activities does not allow for adequate interim parking for employees, patients, and visitors.

This alternative provides 109 fewer spaces than the proposed project. Since the parking demand for the proposed project is 1,359 spaces, Alternative 3E would result in a parking deficiency of 96 spaces. The parking supply for the proposed project meets the projected parking demand. Therefore, this alternative would result in a potentially significant impact to parking supply.

3E: Visual Aesthetics. During construction of Alternative 3E (or the proposed project), light spillage onto areas adjacent to work areas would result in potentially significant short-term effects on existing land uses. Views of construction activities have the potential to significantly affect public views. With increased construction duration, these impacts would be greater. However, with the Pueblo parking structure converted to surface parking, long-term visual impacts on views from Oak Park Lane, Pueblo Street, and Castillo Street would be reduced.

➤ **Alternative 3F: Alternative Parking Structure Location**

Alternate parking locations were evaluated in an effort to place new structures further away from the existing residences that surround the project area. However, without changing the proposed design of the hospital, the most feasible alternative location within the area owned by SBCH and in close proximity to the main hospital was the corner of Castillo and Los Olivos Streets. These options are shown in Figure 15.3.

3F.1: Pueblo Parking Structure. Relocation of the Pueblo parking structure to the northwest corner of Castillo Street and Los Olivos Street was considered. Placement of the parking

structure at this location would require relocation of the daycare facilities adjacent to Pueblo Street at the location of the existing Pavilion Clinic and surface lot.

As it is currently designed, the Pueblo parking structure would have 652 parking spaces. In order to place the parking structure at Castillo and Los Olivos Streets without displacing homes, the structure would have to fit within a smaller footprint. This footprint would be approximately 58,800 sf, and with a ratio of .003 parking spaces per square foot, it would have about 176 spaces per level (see the Alternative 2 description for a discussion of the parking space ratio determination). To maintain a similar height as is currently proposed (3.5 stories), the structure would have 616 spaces, 36 fewer spaces than the proposed structure. To maintain a similar number of spaces, at least one additional level, approximately 10 additional feet, would be required, thereby increasing the height of the structure beyond the height limits set forth in the existing zoning and proposed zoning. Like the current structure design, the alternative parking garage would have one subterranean level (approximately 10 feet below ground). Additional below ground levels were not considered due to the presence of perched groundwater at depths between 21 and 40.5 feet below the existing ground surface and the increased excavation and construction that would be required. All other parking facilities (i.e., the Knapp parking structure, at-grade lots, and on-street parking) would remain the same, resulting in a total parking supply of 1,336 spaces.

Implementation of Alternative 3F.1 would require similar amounts of demolition and construction as the proposed project and the construction footprints would be almost identical. Therefore, this alternative and the proposed project would have the same construction-related impacts in terms of air quality, biological resources, cultural resources, geophysical conditions, hazards and hazardous materials, hydrology and water resources, noise and vibration, and public services and utilities. The resultant hospital and associated facilities would provide all the same services as the proposed project, so the long-term potential impacts to these topics are also the same as the proposed project. Due to movement of the Pueblo parking structure farther from adjacent residences and the reduction in the number of parking spaces, this alternative would not meet all the project objectives and may increase traffic and circulation and visual aesthetic impacts. These topics are discussed below.

3F.1: Project Objectives. Alternative 3F.1 does not meet the parking-related project objectives such as providing adequate on-site facilities to meet the long-term health service needs of the South Coast community (Objective 2) and providing room for efficient expansion to meet the future demand for both inpatient and outpatient services (Objective 11).

3F.1: Traffic and Circulation. Alternative 3F.1 would further reduce the project's parking supply if the height were not increased, resulting in a parking deficiency of approximately 23 parking spaces. There would be no parking deficiency with the proposed project, and Alternative 3F.1 would have a potentially significant parking impact. This alternative would also cause the childcare facilities to be moved closer to Pueblo Street, an area with higher traffic volumes. Pueblo Street generally has the highest traffic volumes of all the streets adjacent to the hospital. Therefore, this alternative would cause a greater impact to traffic and circulation than the proposed project.

3F.1: Visual Aesthetics. Alternative 3F.1 would cause similar construction-related aesthetic impacts (due to similar amount of demolition and construction), but increased long-term

visual impacts. This alternative places the Pueblo parking structure closer to many of the neighbors on Parkway Drive and Oak Park Lane. Four adjacent homes would need to be acquired to make room for the structure, or the structure would need to be taller in order to meet the parking requirements. In either case, the alternate location causes greater intrusions on the neighbors and greater long-term visual impacts than the proposed project.

3F.2: Knapp Parking Structure. Relocation of the proposed Knapp parking structure to the northwest corner of Castillo Street and Los Olivos Street was considered. Placement of the parking structure at this location would require relocation of childcare to the location of the Knapp parking structure.

The Knapp parking structure is proposed to provide 556 parking spaces. Like the Pueblo parking structure, moving the parking structure to Castillo and Los Olivos Streets without displacing homes would require the structure to fit within a smaller footprint. This footprint would be approximately 29,625 square feet, and with a ratio of .003 parking spaces per square foot, it would have about 88 spaces per level (see the Alternative 2 description for a discussion of the parking space ratio determination). To maintain a similar height as is currently proposed (3.5 stories), the structure would have 308 spaces, 248 fewer spaces than the proposed structure. To maintain the number of spaces, three additional levels would be required, approximately 30 additional feet, thereby increasing the height of the structure beyond the height limits set forth in both the existing zoning and proposed zoning (SP-8). Like the current structure design, the alternative parking garage would have one subterranean level (approximately 10 feet below ground). Additional below ground levels were not considered due to the presence of perched groundwater at depths between 21 and 40.5 feet below the existing ground surface and the increased excavation and construction that would be required. With the other proposed parking facilities (Pueblo parking structure, at-grade lots, and on-street parking), the parking supply for Alternative 3F.2 would total 1,124 spaces, resulting in a parking deficit of 235 spaces.

The intent of this alternative was to reduce the impact parking structures would have on individuals living in the surrounding residential area. Outside where the structure is currently proposed, the only feasible location within the area owned by SBCH and in close proximity to the main hospital is the corner of Castillo and Los Olivos Streets, closer to many of the neighbors. In order to meet parking requirements at this location, adjacent homes would need to be acquired to make room for the structure, or the structure would need to be taller. In either case, the alternate location causes greater intrusions on the neighbors than the proposed project.

Also, this alternative would cause the day care facilities to be eliminated. If the Knapp parking structure were moved and all parking structures were located off Castillo Street, south of Pueblo Street, higher volumes of traffic may be generated around this intersection, causing congestion and traffic delays. This alternative would also concentrate most of the hospital's pedestrian traffic at one intersection (Castillo Street/Pueblo Street). The high volume of pedestrian traffic crossing Pueblo Street to travel between the hospital and the parking structures would lead to further traffic delays along Pueblo Street. In addition, the doctors and patients utilizing facilities in the northeastern portion of the project site (including the Knapp Building) would not benefit from the new structure. Therefore, this alternative has been determined to be infeasible due to the increase in impacts to the local arterial system and residences on Parkway Drive and Oak Park Lane.

15.5 **ALTERNATIVE 4: ALTERNATIVE PROJECT SITES**

CEQA section 15126.6(f)(2)(A) requires that the EIR include evaluation of alternative project locations if “*any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.*” Five alternative sites were identified that have the potential to accommodate the replacement hospital (Figure 15.4). Each of these alternative locations is discussed below.

➤ **Alternative 4A: St. Francis Medical Center Property**

The St. Francis Medical Center is a 7.39-acre parcel located at 601 East Micheltorena Street within the City of Santa Barbara and is currently owned by the SBCH. The property has historically been operated by the Franciscan Sisters of the Sacred Heart and Catholic Healthcare West as an 85-bed acute care hospital, but was closed in 2003 and purchased by SBCH. The site is currently occupied by a multi-story main hospital building, convent, central plant, elderly care units (Villa Riviera), and appurtenant structures. It is currently zoned as C-O/R-2, Medical Office and Two Family Residence. SBCH has a permit application pending to demolish the main hospital, convent, central plant, and other ancillary structures (approximately 189,000 square feet of development) and construct 115 condominiums. The existing elderly care facility, Villa Riviera (1.45 acres), would remain. The majority of the dwelling units (81 units) would be reserved for SBCH employees with the remainder available for public sale. The City of Santa Barbara issued a Notice of Preparation (NOP) to prepare an EIR for the SBCH Foundation Workforce Housing Project on June 18, 2004.

If the proposed project were relocated to this location, the construction footprint would need to be greatly reduced, since the St. Francis parcel is only half the size of the current project area. In order to accommodate the range of services, parking, and helipad operations, a hospital at this location would need to be increased in size by at least three stories, and parking would need to be located underground.

4A: Project Objectives. Alternative 4A meets many of the project objectives, but it does not provide for a redeveloped hospital at a location that is close to existing medical offices and services to facilitate multi-use medical efficiency (Objective 5). The area surrounding St. Francis is not presently supported by the extensive medical office uses in the immediate vicinity. Re-creation of those uses would require construction of new buildings, resulting in displacement of residences. Due to the need for this construction, it would take several years to establish a supporting medical community.

Objective 8 includes limiting disruption to existing inpatient and outpatient services. If the height were limited to three stories, the hospital would not be able to provide the range or magnitude of necessary patient services because the St. Francis parcel is only half as large as the proposed project area.

Because the St. Francis parcel is quite limited in size, it is unlikely that a hospital at this location would provide for efficient expansion of hospital facilities to meet the future demand for both inpatient and outpatient facilities (Objective 11). Therefore, Alternative 4A does not meet all of the project objectives.

This alternative also does not meet Objective 6 regarding compatibility with the surrounding neighborhood, since it would have to be a structure with a minimum six stories and would be out of character with the surrounding residential neighborhood.

Therefore, Alternative 4A does not meet most of the basic project objectives.

4A: Air Quality. The air quality analysis utilized a local carbon monoxide (CO) hot spot analysis for intersections in the vicinity of SBCH and project-specific information. Since similar analyses have not been conducted in the vicinity of St. Francis, it is difficult to compare potential impacts. However, it is likely that construction of Alternative 4A would cause potentially greater impacts from construction equipment emissions and fugitive dust. Due to the need for underground parking and a taller hospital, construction duration would be increased, thereby exacerbating the potentially significant construction-related impacts of the proposed project.

Long-term operation of Alternative 4A would likely cause similar effects as the proposed project. Emissions of ROC and NO_x would exceed thresholds based on emission factors for 2004. This impact cannot be avoided and cannot be mitigated. When compared to the proposed project, this alternative is likely to have similar air quality impacts.

4A: Biological Resources. According to the NOP, there are no unique, threatened, or rare plant or animal species known to occur on the St. Francis property. Like the proposed project, construction of Alternative 4A may cause significant biological impacts to existing trees and vegetation removal areas and a reduction in localized wildlife/avian habitat. Since the construction footprint would be smaller, these potential biological impacts would be reduced. However, these potentially significant impacts would not be eliminated, and mitigation would still be required. Construction of Alternative 4A would avoid potential damage the Moreton Bay Fig tree (a local Object of Merit).

4A: Cultural Resources. Per the NOP, the existing hospital complex and two residences on the St. Francis parcel are historic in age. However, similar to the proposed project, documentation of these resources would reduce potential impacts to less than significant levels. Like the proposed project, Alternative 4A also has the potential to impact unknown archaeological sites, and implementation of mitigation measures similar to those for the proposed project would reduce impacts to less than significant levels. This Alternative would also avoid the demolition of 401 W. Pueblo Street (MRI Building) and potential damage to the Moreton Bay Fig tree (an Object of Merit).

4A: Geophysical. According to information provided in the NOP, it appears that the St. Francis Medical Center is located in an area with similar geophysical conditions as the proposed project. Construction of Alternative 4A therefore has similar potential impacts, including slope instability, erosion, and exposure of corrosive soils, uncompacted fill soils, oversized rocks, and expansive soils. Substantially more excavation and extensive foundation construction would be required for this alternative due to the subterranean nature of the parking structure. Therefore, Alternative 4A has greater potential impacts than the proposed project.

4A: Hazards and Hazardous Materials. Like the proposed project, construction of Alternative 4A would have the potential to release hazardous materials/waste and pollutants into the environment. There is also the potential for persons or the environment to be exposed to medical waste during construction, potential for public security impacts, and increased fire

hazard impacts. Since three underground storage tanks are present on the St. Francis site and two others that were previously removed, there is greater potential for persons to be exposed to hazardous substances during construction of Alternative 4A than the proposed project.

Underground parking would create increased opportunities for uncontrolled access to the replacement hospital and increased opportunities for malicious acts to be conducted. This potential would require security personnel and surveillance equipment to monitor activities in the parking areas to ensure the integrity of hospital structures and operations.

Continuous mechanical ventilation would be required for underground parking to ensure that carbon monoxide levels do not concentrate. Incorporation of carbon monoxide monitoring equipment into the project design would be required. When compared to the proposed project, Alternative 4A would cause greater impacts from hazards and hazardous materials than the proposed project.

4A: Hydrology and Water Resources. According to information provided in the NOP, it appears that, like the proposed project, construction of Alternative 4A creates potential impacts that include temporary drainage pattern changes, erosion, ponding, localized flooding, and runoff contamination. However, since Alternative 4A would not cause any street closures, long-term hydrology impacts due to changes in drainage patterns may be avoided.

It should also be noted that if the project is moved to this site, the reinforced concrete box would not be constructed and portions of the Oak Park neighborhood would continue to be susceptible to flooding.

4A: Noise and Vibration. Like the SBCH site, St. Francis is also surrounded by residential development. Therefore, Alternative 4A has the potential to create significant noise and vibration impacts on nearby sensitive receptors. As was discussed in the Air Quality section for this alternative, construction duration would be increased because of the need for underground parking and a taller hospital. Lengthier construction would exacerbate the noise and vibration impacts identified for the proposed project. Also, the St. Francis hospital site would be much larger and more intensively utilized than the existing facility. Therefore, the long-term increase in noise levels would be greater than the proposed project and considered significant. Additionally, noise impacts from the proposed helipad would be similar to the proposed project. Like the proposed project, Alternative 4A would have significant short-term construction and long-term unavoidable noise and vibration impacts.

4A: Public Services and Utilities. Like the proposed project, construction-related impacts would include disruption of police, fire, and ambulatory services from temporary street closures and a slight increase in potable water demand and sewage flows. Like the proposed project, a significant increase in solid waste would still be anticipated. As was discussed in the hazards and hazardous materials section for this alternative, underground parking provides an opportunity for malicious acts to be conducted. This may result in an increased need for police services, thereby causing greater long-term impacts than the proposed project.

4A: Traffic and Circulation. Moving the project to the St. Francis site would have greater impacts on traffic and circulation than the proposed project. Micheltorena Street and the surrounding streets are local residential roads that currently do not carry the volume of traffic that would be associated with a larger hospital than existed under St. Francis. The traffic

volumes associated with Alternative 4A would be expected to cause a significant traffic impact on the adjacent residential roadways.

The City's General Plan Land Use Element discourages the expansion of medical uses in the vicinity of St. Francis Hospital. As the Land Use Element notes, "the status of Micheltorena Street as a primary traffic artery is in doubt." The Land Use Element also notes that no change should be made in the boundaries of the medical facilities zone around St. Francis Hospital "until the need for this medical center area is more definitely established and until adequate access to the area is assured."

4A: Visual Aesthetics. In order to construct a new facility on this smaller site (less than half the acreage of the proposed project, at 14.54 acres), the hospital building would have to increase in height over three stories. A building over the proposed three stories would be inconsistent with the height limit of the C-O Zone (45') and City Charter (60'), uncharacteristic of the surrounding area, and would cause greater light and glare impacts. In addition, a hospital over three stories would potentially result in greater visual impacts to important public and scenic views than the proposed project.

➤ **Alternative 4B: Goleta Valley Cottage Hospital Property**

Goleta Valley Cottage Hospital is located on 11.34 acres at 352 South Patterson Avenue in Goleta. It is a 494,100-square-foot, single-story, 122-bed acute-care facility with a Level IV Trauma Center and a heliport to provide emergency services and transport. This hospital is currently located approximately 6,400 feet from Santa Barbara Airport's main runway, slightly north of the approach zone. Many of the acute care services provided by SBCH are also provided at Goleta. These services include general medical and surgical services, pediatric medical and surgical services, intensive care, coronary care, neurology, obstetrics, respiratory therapy, physical therapy, and endoscopy. As described on the Cottage Hospital Web site (www.sbch.org.frontpage/GVCHstatus.htm), emergency services are increasing annually while the number of acute care patients has been declining. On average, 12 people are hospitalized each day, thereby filling less than 10 percent of the hospital's beds. Cottage Hospital is currently evaluating their options for seismically upgrading Goleta Valley Cottage Hospital.

As was discussed in Alternative 3A, the proposed hospital is located on a footprint of 472,450 sf, with an average of 100 beds per floor. Therefore, the proposed project has approximately 0.0002 beds per square foot. At this ratio, only 104 beds would be provided per story at the 494,100-square-foot Goleta property.

According to Ken Curtis, Director of Planning and Environmental Services for the City of Goleta, current zoning in this area restricts building heights to 35 feet, or approximately two stories. Also, its proximity to the airport has the potential for obstruction hazards, and construction of any facility at this location would be subject to review and approval by the Federal Aviation Administration. Therefore, Alternative 4B would consist of a two-story hospital with only 208 beds. A helipad would be incorporated similar to the existing one on site. All parking would be located underground. Parking could be moved into aboveground structures if adjacent land were acquired. There is currently vacant land to the east and north of the hospital, but most of this land is zoned for Multiple Family Residences, which would require a zone change approval. Construction of this alternative would also be phased so that operations at the existing facility would remain open during the reconstruction.

4B: Project Objectives. Alternative 4B meets some of the project objectives, but due to the decreased size it does not provide a redeveloped hospital that is adequate in size and type to meet the long-term health service needs of the South Coast community (Objective 2), nor does it provide enough space for all required departments and functions (Objective 3).

Additionally, this alternative does not meet Objective 5. This objective includes providing the redeveloped hospital at a location that is close to existing medical offices and services to facilitate multiuse medical efficiency. The Goleta Valley Cottage Hospital is not supported by a similar number of medical office uses in the immediate vicinity as is SBCH, and is therefore less suitable to providing efficient patient care. Re-creation of those uses to this area would require relocation of several services now available around SBCH; it would take several years to establish a supporting medical community.

According to an article in the South Coast Beacon, many doctors move their patients from Goleta Valley Cottage Hospital to SBCH in order to have them closer to their offices (www.scb Beacon.com/beacon_issues/2002-09-04/LeadStory.html). Re-creation of the medical office community adjacent to SBCH would require construction of new buildings adjacent to the new hospital. There is currently vacant land to the east and north of the hospital, but most of this land is zoned for Multiple Family Residences and would require a zone change for medical office uses.

Alternative 4B does not meet Objective 8. With the height limitations and smaller size than the proposed project, the hospital would not be able to provide the range or magnitude of necessary patient services, and it is therefore likely that there would be disruption to existing inpatient and outpatient services.

The limited size also prevents a hospital at this location to provide for efficient expansion of hospital facilities to meet the future demand for both inpatient and outpatient facilities (Objective 11). Therefore, Alternative 4B does not meet the majority of the project objectives.

4B: Air Quality. The air quality analysis utilized a local carbon monoxide (CO) hot spot analysis for intersections in the vicinity of SBCH and project-specific information. Since similar analyses have not been conducted in the vicinity of Goleta Valley Cottage Hospital, it is difficult to compare potential impacts. However, like the proposed project, it is likely that construction of Alternative 4B would cause potentially significant impacts from construction equipment emissions and fugitive dust.

Long-term operation of Alternative 4B would likely cause similar effects as the proposed project. Although the hospital would be smaller than the proposed project, emissions of ROC and NO_x would be reduced, but they would still be expected to exceed thresholds based on emission factors for 2004. This impact cannot be avoided and cannot be mitigated. When compared to the proposed project, this alternative is likely to have similar air quality impacts.

Additionally, the underground parking would be a source of localized carbon monoxide exposure. Continuous mechanical ventilation would be required to ensure safe levels of carbon monoxide within the parking area. Incorporation of carbon monoxide monitoring equipment would be required. The proposed project does not include subterranean parking with this impact, and this Alternative would result in greater carbon monoxide impacts than the proposed project.

4B: Biological Resources. Although a site-specific biological resource study has not been conducted for the Goleta Valley Cottage Hospital site, it appears that vegetation in this area is primarily ruderal (weedy and non-native) and less mature than the vegetation at the SBCH site. Construction of Alternative 4B avoids potential damage to the Moreton Bay Fig tree (a local Object of Merit) and appears to have reduced potential to impact biological resources than the proposed project.

4B: Cultural Resources. A site-specific cultural resource study has not been conducted for the Goleta Valley Cottage Hospital site, but it is likely that there is potential to disturb known and/or unknown archaeological sites in this area. However, the Goleta site is outside the historic district identified by the *Goleta General Plan Background Report No. 8: Existing Land Uses* (2004), and it is therefore unlikely that there are any historic buildings at this location. Construction of Alternative 4B would also avoid potential impacts to the Moreton Bay Fig tree and 401 West Pueblo Street. This alternative would reduce impacts to known cultural resources.

4B: Geophysical. According to the *Goleta General Plan Background Report: Geology and Geologic Hazards* (2003), construction of Alternative 4B has similar potential impacts as the proposed project, including slope instability and erosion. Therefore, Alternative 4B causes similar impacts as the proposed project.

4B: Hazards and Hazardous Materials. Like the proposed project, Alternative 4A has the potential to release hazardous materials/waste and pollutants into the environment during construction. There is also the potential for persons or the environment to be exposed to medical waste during construction, the potential for public security impacts, and increased fire hazard impacts. When compared to the proposed project, Alternative 4B has similar potential impacts.

Underground parking would create increased opportunities for uncontrolled access and increased opportunities for malicious acts. This potential would require security personnel and surveillance equipment to monitor activities in the parking areas. When compared to the proposed project, Alternative 4B would cause greater impacts from hazards and hazardous materials than the proposed project.

4B: Hydrology and Water Resources. Like the proposed project, construction of Alternative 4B creates potential impacts that include temporary drainage pattern changes, erosion, ponding, localized flooding, and runoff contamination. However, unlike the proposed project, the Goleta site is not located in a 100-year floodplain (per the *Goleta General Plan Background Report No. 24: Hydrology and Water Quality* [2004]). When compared to the proposed project, Alternative 4B would cause similar potential impacts to drainage and water quality. Alternative 4B would avoid long-term hydrology impacts due to changes in drainage patterns, since this alternative does not require any street closures.

If the project is moved to this site, the reinforced concrete box would not be constructed, and portions of the Oak Park neighborhood would continue to be susceptible to flooding.

4B: Noise and Vibration. According to the *Goleta General Plan Background Report No. 20: Noise* (2004), sensitive noise receptors in the vicinity of the Goleta site include the existing Goleta Valley Cottage Hospital and St. Raphael's Church and K-8 school located approximately 1,000 feet to the northwest. Like the SBCH site, Alternative 4B has the

potential to create significant noise and vibration impacts on these nearby sensitive receptors during construction.

In addition, the Goleta site is located within the Santa Barbara Municipal Airport approach zone. Operational noise (such as helipad operations) in combination with airport noise would likely cause significant noise impacts to patients and other sensitive receptors, but these impacts would be reduced since the facility already has helipad operations, and Alternative 4B would have fewer beds and therefore fewer patients and sensitive receptors. Nevertheless, soundproofing techniques would need to be implemented.

4B: Public Services and Utilities. Like the proposed project, construction-related impacts would include disruption of police, fire, and ambulatory services from temporary street closures, a slight increase in potable water demand and sewage flows, and an increase in solid waste. As was discussed in the hazards and hazardous materials section for this alternative, underground parking provides an opportunity for malicious acts to be conducted, resulting in an increased need for security surveillance and City of Goleta police services. Therefore, Alternative 4B would cause greater long-term impacts than the proposed project.

4B: Traffic and Circulation. The Goleta site is located off of Patterson Road, a Major Arterial. With a decreased number of beds, it is unlikely that traffic conditions would increase over existing conditions. Therefore, the project would result in traffic or circulation impacts similar to the existing condition at this site.

4B: Visual Aesthetics. Laurie Owens, Airport Planner with the City of Santa Barbara, indicated that a building at this location would need to be designed with non-reflective materials and be lit in a manner so that it would not represent a significant light and glare risk for pilots of approaching aircraft. Lighting restrictions associated with the airport would result in similar conditions to what is proposed with the project. Due to the zoning restrictions, the hospital could only be 35 feet in height and therefore would have little potential to impact views. In addition, the surrounding uses are more commercial, resulting in less potential to impact important public views.

➤ **Alternative 4C: Other Alternative Sites**

Three other off-site locations were identified as possible locations for relocation of the hospital: the Calle Real Campus, the Cathedral Oaks Campus, and the Earl Warren Show Grounds.

4C.1: Calle Real Campus. Located north of Calle Real and east of Turnpike Avenue, this property is the prior location of a County hospital owned by the County of Santa Barbara. The site is approximately 16.73 acres located within the County administration complex.

According to Bob Nesbit of the County of Santa Barbara Facilities Department, this site is not suitable for the proposed project. The campus currently contains a jail and over 15 County buildings. Unless all of these existing facilities were relocated, there would not be adequate space for a hospital the size of the proposed project.

This alternative could not provide a redeveloped hospital that is adequate in size and type to meet the long-term health service needs of the South Coast community (Objective 2), it could not provide the range or magnitude of necessary patient services (Objective 8), and it could not provide for efficient expansion to meet the future hospital demand (Objective 11).

In addition, the site is not supported by extensive medical office uses in the immediate vicinity, and is therefore less suitable for efficient patient care. Re-creation of those uses to this area would require relocation of several services now available around SBCH; it would take several years to establish a supporting medical community. Therefore, this alternative fails to meet Objective 5, redevelopment of a hospital at a location that is close to existing medical offices and services.

Given that this location is currently developed with County facilities and placement of the hospital would not meet the majority of the project objectives, this alternative location is considered infeasible.

4C.2: Cathedral Oaks Campus. The Cathedral Oaks Campus is a County-owned parcel of approximately 25 acres located north of Foothill Road and west of Highway 154. This area currently houses the Fire Department Headquarters, and portions have been leased to County schools. According to Bob Nesbit of the County of Santa Barbara Facilities Department, at least 15 acres of this parcel are developable. The area is currently zoned as institutional.

Like the Calle Real Campus, the site is not supported by extensive medical office uses in the immediate vicinity and is therefore less suitable for efficient patient care. Re-creation of those uses to this area would require relocation of several services now available around SBCH; it would take several years to establish a supporting medical community. While there is adequate space to construct the hospital, there is not adequate space to construct the supporting medical community.

Given the size of the parcel, approximately the same size as the project site, which provides a limited opportunity to construct the replacement hospital and recreate the associated extensive medical office uses currently surrounding the project site, this alternative site does not meet the majority of the project objectives and is considered infeasible.

4C.3: Earl Warren Show Grounds. The 34-acre show grounds are located on Las Positas Road at the U.S. 101 freeway and is owned by the State of California and operated by the 19th District Agricultural Association. Amenities include an equestrian arena and livestock facilities, 22,000-square-foot exhibit hall, the 13,000-square-foot Warren Hall, off-track horse racing facility, reception garden, in-line skating hockey facility. Although the size of this parcel is large enough to construct the replacement hospital and has direct access to U.S. 101, acquisition from the State of California would be required. SBCH contacted the State of California and they were not interested in selling the property (SEPPS, July 2003). In addition, the site is not supported by the extensive medical office uses in the immediate vicinity, and it would take several years to establish a supporting medical community. Given that this site is not available for sale and construction of the proposed project would require relocation/re-creation of the medical office uses currently surrounding the hospital, this site is considered infeasible.

In November 2004, the State of California identified the show grounds as a possible State asset that could be designated surplus property and disposed of for either public or private development purposes. At the time of the preparation of the Final EIR, the State has not made a determination regarding the disposal of this property, and it would be speculative to consider the show grounds available for private development, such as the proposed project.

➤ **Alternative 4D: Combinations of Alternative Sites**

4D.1: SBCH and St. Francis. Under this combination of sites, SBCH would be replaced with a three-story hospital located within the east block of the existing SBCH. The SBCH replacement hospital would have fewer beds and a scaled-down diagnostic and treatment wing than is currently proposed. It is currently anticipated that two patient pavilions with a total of 192 beds could be accommodated in this footprint. In addition to the replacement hospital, a new hospital facility would be constructed at the St. Francis site in a size similar to the existing hospital with 85 beds. The new hospital at St. Francis would consist of patient beds and its own diagnostic and treatment wing only; no emergency department would be provided. This new hospital facility would have to be re-licensed by the Department of Health Services to provide acute care beds. The total number of beds provided would be 272, a reduction of 65 beds from the proposed project.

While this alternative meets many of the project objectives, it fails to locate all required departments and functions with a floor plan that would facilitate operational efficiency and internal circulation (Objective 3). Not only would this be inconvenient for patients and doctors, but also this Alternative would require duplication of equipment and staff. This would disrupt existing inpatient and outpatient services (Objective 8) and require additional costs. It is likely that additional costs would be passed on to hospital patients and would result in inefficient use of available funding. Therefore, this alternative fails to meet Objectives 9 and 12.

In addition, Micheltorena Street and the streets surrounding St. Francis are local residential roads that currently do not carry the volume of traffic that would be necessary for this alternative.

As was stated previously in the discussion of Alternative 4A, the City's General Plan Land Use Element discourages the expansion of medical uses in the vicinity of St. Francis Hospital. Therefore, this alternative has the potential for significant traffic and circulation impacts, and it fails to construct a new facility within close proximity to a major freeway or other circulation corridor (Objective 5).

Given that this alternative does not meet the majority of project objectives, it is considered infeasible.

4D.2: SBCH and St. Francis (outpatient only). This alternative would divide inpatient and outpatient services into two facilities, with SBCH (192 beds) maintained for inpatient acute care facilities and St. Francis (85 beds) for outpatient services. A reduced replacement hospital would be constructed at the SBCH site. Facilities at the St. Francis site would include treatment rooms, surgery, radiology, laboratory, cardiology, endoscopy, physical therapy, and occupational therapy.

This alternative has the same deficiencies as the previous alternative. It fails to locate all required departments and functions with a floor plan that would facilitate operational efficiency and internal circulation (Objective 3). This would be inconvenient for patients and doctors and would require duplication of equipment and staff. This alternative would therefore disrupt existing inpatient and outpatient services (Objective 8) and require additional costs. These costs would likely be passed on to hospital patients and would result in inefficient use of available funding. Therefore, this alternative fails to meet Objectives 9 and 12.

In addition, Micheltorena Street and the streets surrounding St. Francis are local residential roads that currently do not carry the volume of traffic that would be necessary for this alternative. As was stated previously in the discussion of Alternative 4A and 4D.1, the City's General Plan Land Use Element discourages the expansion of medical uses in the vicinity of St. Francis Hospital. Therefore this alternative has the potential for significant traffic and circulation impacts, and it fails to construct a new facility within close proximity to a major freeway or other circulation corridor (Objective 5).

Given that this alternative does not meet the majority of project objectives, it is considered infeasible.

4D.3: SBCH and Goleta Valley College Hospital. SBCH would be replaced with a three-story hospital located within the east block of the existing SBCH. The SBCH replacement hospital would have fewer beds and a scaled-down diagnostic and treatment wing than currently proposed. It is currently anticipated that two patient pavilions with a total of 192 beds could be accommodated in this footprint. In addition to the replacement SBCH, a new hospital facility would be constructed at the Goleta Valley site. The new hospital at Goleta Valley would continue to provide acute and non-acute care services similar to existing conditions. Like the existing hospital, it would have 122 beds. The total number of beds identified for this alternative is 341, a net increase of four beds.

While this alternative meets many of the project objectives, it fails to locate all required departments and functions with a floor plan that would facilitate operational efficiency and internal circulation. As current conditions show, the acute care facilities at Goleta are not being utilized primarily because doctors want patients closer to their offices (www.scbcon.com/beacon_issues/2002-09-04/LeadStory.html). These offices are located in Santa Barbara, near SBCH. Therefore, this alternative does not facilitate efficient provision of patient care unless it also includes construction of medical office buildings. There is currently vacant land to the east and north of the hospital, but most of this land is zoned for Multiple Family Residences that would require a zone change approval to transition to medical office spaces.

In addition to disruption of existing inpatient and outpatient services (objective 8), this alternative would require duplication of equipment and staff, thereby requiring additional costs. These costs would likely be passed on to hospital patients and would result in inefficient use of available funding. Therefore, this alternative fails to meet Objectives 9 and 12.

As was discussed for Alternative 4B, current zoning in the Goleta Valley area restricts building heights to 35 feet. Proximity to the airport would necessitate a building design with non-reflective materials and additional lighting. In addition, soundproofing techniques would need to be implemented because of noise associated with frequent overhead flights. These land-use considerations may increase the cost of hospital reconstruction at this location.

Given that this alternative does not meet the majority of project objectives, it is considered infeasible.

4D.4: SBCH, Goleta and St. Francis. SBCH would be replaced with a three-story hospital located within the east block of the existing SBCH. The SBCH replacement hospital would have fewer beds and a scaled-down diagnostic and treatment wing than currently proposed. It is currently anticipated that two patient pavilions with a total of 192 beds could be

accommodated in this footprint. In addition to the replacement SBCH, new hospital facilities would be constructed at the Goleta Valley (122 beds) and St. Francis (85 beds) sites. The SBCH replacement hospital would have fewer beds and scaled down diagnostic and treatment wing than currently proposed. The new hospital facilities at Goleta Valley would continue to provide acute and non-acute care services similar to existing conditions. The St. Francis site would be developed for outpatient services, including treatment rooms, surgery, radiology, laboratory, cardiology, endoscopy, physical therapy, and occupational therapy. The total number of beds associated with this alternative is 399, resulting in a net gain of 62 beds from the proposed project.

Like the other alternatives that combine facilities, this alternative fails to meet many of the project objectives. It fails to locate all required departments and functions with a floor plan that would facilitate operational efficiency and internal circulation (Objective 3). This would be inconvenient for patients and doctors and would require duplication of equipment and staff. This alternative would therefore disrupt existing inpatient and outpatient services (Objective 8) and require additional costs. Land use considerations at Goleta Valley may also increase the cost of hospital reconstruction at this location. These costs would likely be passed on to hospital patients and would result in inefficient use of available funding. Therefore, this alternative fails to meet Objectives 9 and 12.

In addition, Micheltorena Street and the streets surrounding St. Francis are local residential roads that currently do not carry the volume of traffic that would be necessary for this alternative. As was stated previously, the City's General Plan Land Use Element discourages the expansion of medical uses in the vicinity of St. Francis Hospital. Therefore, this alternative has the potential for significant traffic and circulation impacts, and it fails to construct a new facility within close proximity to a major freeway or other circulation corridor (objective 5).

Given that this alternative does not meet the majority of project objectives, it is considered infeasible.

➤ **Alternative 4E: Alternative Sites within SBCH-Owned Properties in Oak Park Neighborhood**

SBCH owns 15 properties within the Oak Park neighborhood outside the project area, ten of which are in the generally vicinity of SBCH. Six are located on Junipero Street, one is on Bath Street north of Junipero Street and four are on De La Vina Street between Pueblo and Quinto Streets. All of the properties are currently used for outpatient/medical purposes, except for one property that is an apartment building on De La Vina Street.

Redevelopment of the existing Hospital-owned properties in the vicinity of SBCH was considered but was determined to not meet the project objectives. The parcels adjacent to Junipero are separated by local arterials and/or public alleys which limit the ability to consolidate these parcels into a single parcel or two large parcels which could provide for consolidation of hospital services. Redevelopment/expansion of the existing buildings and connecting them to the existing hospital would require construction of walkways across Junipero Street which may restrict the types of vehicles utilizing this roadway.

Parcels adjacent to De La Vina Street are further removed from the main hospital building and redevelopment of these properties would not facilitate consolidation of the Hospital's

operations and services. Additionally, the existing buildings do not meet OSHPD standards and would need to be redesigned or replaced with OSHPD approved facilities for acute and/or non-acute care services.

15.6 ALTERNATIVE 5: PHASING ALTERNATIVE—TEMPORARY RELOCATION TO OTHER SBCH FACILITIES DURING CONSTRUCTION

Several phasing alternatives were developed in an effort to reduce the construction duration. This reduction could help avoid construction-related traffic, noise and vibration, air quality, and visual impacts.

➤ Alternative 5A: Goleta Valley Cottage Hospital

This hospital is a 122-bed acute-care facility that provides many of the same services as SBCH. As described above, on average 12 people are hospitalized each day, resulting in about 110 empty beds per day. These beds could be utilized for the temporary relocation of patients during the construction of the proposed project. However, it should be noted that none of the orthopedic, oncology, occupational therapy, speech therapy, or eye center patients could be relocated to Goleta Valley unless additional facilities were first constructed and staffed.

The following discussion focuses on the potential environmental effects of temporarily relocating beds and services to Goleta Valley Cottage Hospital during the construction period. There would be no change to the proposed project's long-term operational impacts. Additionally, the amount of demolition and construction associated with the proposed project would be the same; however, the opportunity exists to reduce the construction schedule by relocating staff and facilities to the Goleta Valley hospital, thereby increasing the amount of demolition and/or construction that occurs in any given phase.

With an identical construction footprint, construction-related impacts in terms of biological resources, cultural resources, geophysical conditions, hazards and hazardous materials, hydrology and water resources, and public services and utilities would be the same as the proposed project. The resultant hospital and associated facilities would provide all the same services as the proposed project, so the long-term potential impacts to these items is also the same as the proposed project. The only topics with potential for different impacts include project objectives, air quality, noise and vibration, traffic and circulation, and visual aesthetics.

5A: Project Objectives. The proposed project objectives include implementing project development in a manner that limits disruption to existing inpatient and outpatient services (Objective 8) and providing needed facility improvements at the lowest feasible cost (Objectives 9 and 12). Alternative 5A does not meet either of these objectives. As current conditions show, the acute care facilities at Goleta are not being utilized primarily because doctors want patients closer to their offices (http://www.scbeacon.com/beacon_issues/2002-09-04/LeadStory.html). These offices are located in Santa Barbara, near SBCH, a distance of six miles. This alternative therefore does not provide efficient patient care but rather results in disruption of care by requiring patients and doctors to drive between Goleta and SBCH. Not only would this be inconvenient for doctors and patients, but this Alternative would require duplication of equipment and staff at Goleta at an extra cost to the hospital.

5A: Air Quality. Alternative 5A would allow a slightly shorter construction duration. Potentially significant project-related construction equipment emissions and fugitive dust impacts would be exacerbated since the demolition and construction would occur in a more compressed timeframe than currently proposed. In addition, doctors and patients would be required to drive from their medical offices near SBCH to Goleta, causing greater vehicle emissions during construction due to additional vehicle miles traveled than would occur with the proposed project. Potential short-term air quality impacts are considered greater than the proposed project with Alternative 5A.

5A: Noise and Vibration. Short-term significant noise and vibration impacts would be exacerbated by the reduction in the construction schedule, which allows demolition and construction within a compressed schedule. Increased traffic trips by doctors and patients (described above in the Air Quality section for this alternative) would generate increased traffic noise around the SBCH and Goleta sites. Therefore, the potential short-term noise impacts of Alternative 5A are considered greater than the proposed project.

5A: Traffic and Circulation. As was discussed in the air quality and noise sections for this alternative, doctors and patients would be required to drive from their medical offices near SBCH to Goleta during construction of Alternative 5A. Goleta is approximately 6 miles from SBCH. Relocation of facilities would result in higher traffic trips around SBCH and Goleta Valley due to the commute between the two locations, increasing congestion within the project construction area and on streets proximate to Goleta.

5A: Visual. Short-term visual and lighting impacts would be reduced with this alternative, since the duration of construction would be shorter.

➤ **Alternative 5B: St. Francis Hospital**

St. Francis was an 85-bed hospital that is not currently being operated. Temporary relocation of non-acute care functions to this facility would be accomplished in this alternative. Relocation of acute care functions is not anticipated since this would require relicensing of the St. Francis facility and that would potentially negatively impact the project schedule.

The facility is not ready or suitable to house patients. If it were remodeled to again house patients, a maximum of 85 patients based on prior licensing could be relocated at any given time. Another option would be to remodel the interior to house administrative facilities or outpatient services. Regardless of how the St. Francis site would be used, some remodeling would be required prior to any demolition or construction at SBCH. Therefore, little to no construction time would be saved through utilization of this alternative.

Like Alternative 5A, Alternative 5B does not change the amount of demolition and construction associated with the proposed project, since the resulting hospital facilities are identical to those proposed for the project. Therefore, this alternative would have the same long-term impacts as the proposed project.

With an identical construction footprint, there would also be similar construction-related impacts in terms of biological resources, cultural resources, geophysical conditions, hazards and hazardous materials, hydrology and water resources, public services and utilities, and visual aesthetics. There would be some interior remodeling necessary to make St. Francis usable, but it is unlikely this remodel would result in significant environmental impacts. The

only issues with potential for different impacts than the proposed project include project objectives, air quality, noise and vibration, and traffic and circulation.

5B: Project Objectives. Objectives 8, 9, and 12, respectively include implementing project development in a manner that limits disruption to existing inpatient and outpatient services and providing needed facility improvements at the lowest feasible cost. Alternative 5B does not meet either of these objectives. If patients were to be relocated to this facility during construction of the proposed project, the facility would first need to be staffed and equipment moved or additional equipment purchased and the facility remodeled at an extra cost to the project.

Patient services would also be disrupted since St. Francis does not have an emergency room. Additional travel time could become a significant issue if a nonacute care patient has a life-threatening condition requiring emergency care, and the emergency room is farther away than the proposed project.

5B: Air Quality. This alternative would exacerbate the potentially significant short-term air quality impacts identified for the proposed project due to the reduction in project schedule, which allows more construction and demolition to occur to a shorter amount of time. Additionally, doctors and patients would be required to drive from their medical offices near SBCH to St. Francis, causing greater vehicle emissions during construction. This alternative would result in greater short-term air quality emissions than identified for the proposed project.

5B: Noise and Vibration. This alternative would exacerbate the significant construction-related noise and vibration impacts identified for the proposed project. By reducing the schedule, the amount of demolition and construction that could occur at any one time would be increased. Diversion of trips to St. Francis would also result in additional vehicles within the project construction area than previously anticipated, resulting in greater noise impacts. Potential construction-related noise impacts associated with this alternative are greater than the proposed project.

5B: Traffic and Circulation. As was discussed above, doctors and patients would be required to drive from their medical offices near SBCH to St. Francis during construction of Alternative 5B. This increased number of trips would result in more vehicle trips within the construction area than anticipated by the proposed project.

➤ **Alternative 5C: Goleta Valley Cottage Hospital and St. Francis Hospital**

Under this alternative, 110 beds at Goleta Valley could potentially be used to relocate patients utilizing general medical and surgical services, pediatric medical and surgical services, intensive care, coronary care, neurology, obstetrics, respiratory therapy, physical therapy, or endoscopy. An additional 85 beds (based on prior licensing) could be utilized at St. Francis if the facility was first staffed and made operational. Like Alternatives 5A and 5B, this alternative does not change the amount of demolition and construction associated with the proposed project. This alternative would have the same long-term impacts as the proposed project.

With an identical construction footprint, there would also be similar construction-related impacts in terms of biological resources, cultural resources, geophysical conditions, hazards and hazardous materials, hydrology and water resources, and public services and utilities. The

only environmental areas with potential for different impacts include project objectives, air quality, noise and vibration, traffic and circulation, and visual aesthetics.

5C: Project Objectives. Like the other phasing alternatives, Objectives 8, 9, and 12 (implementing project development in a manner that limits disruption to existing inpatient and outpatient services and providing needed facility improvements at the lowest feasible cost) are not met by Alternative 5C. Not only would relocation to two different facilities be inconvenient for doctors and patients, but this Alternative would require duplication of equipment and staff at extra cost. Some interior remodeling would be required at St. Francis prior to any demolition or construction at SBCH.

Patient services would also be disrupted since St. Francis does not have an emergency room. Additional travel time could become a significant issue if a nonacute care patient has a life-threatening condition requiring emergency care and the emergency room is farther away than the proposed project.

5C: Air Quality. This alternative would exacerbate the potentially significant short-term air quality impacts identified for the proposed project due to the reduction in project schedule, which allows more construction and demolition to occur in a shorter amount of time. Additionally, doctors and patients would be required to drive from their medical offices near SBCH to St. Francis, causing greater vehicle emissions during construction. This alternative would result in greater short-term air quality emissions than those identified for the proposed project.

5C: Noise and Vibration. This alternative would exacerbate the significant construction-related noise and vibration impacts identified for the proposed project. By reducing the schedule, the amount of demolition and construction that could occur at any one time would be increased. Diversion of trips to St. Francis and Goleta would also result in additional vehicles within the project construction area than previously anticipated resulting in greater noise impacts. Potential construction-related noise impacts associated with this alternative are greater than the proposed project.

5C: Traffic and Circulation. As was discussed above, doctors and patients would be required to drive from their medical offices near SBCH to St. Francis and/or Goleta during the construction of Alternative 5C. This increased number of trips would result in more vehicle trips within the construction area than those anticipated by the proposed project.

5C: Visual. Short-term visual and lighting impacts would be reduced with this alternative since the duration of construction would be shorter.

15.7 ALTERNATIVE 6: PARKING DESIGN

The proposed project includes structure parking for 1,191 spaces, at-grade parking for 61 spaces, and 120 on-street parking spaces, for a total of 1,372 spaces. Two parking design alternatives have been identified to provide for further parking capacity within the Pueblo and Knapp structures to further reduce the use of on-street parking by employees and hospital patients/visitors. Both alternatives would provide parking spaces in excess of the parking demand of the proposed project. The addition of one level to both the Pueblo parking structure and the Knapp parking structure would result in an increase of 249 parking spaces (112 spaces from the Knapp parking structure and 137 from the Pueblo parking structure).

This additional capacity would allow for the 120 on-street spaces to be included in the parking structures and result in a net gain of 129 spaces, a surplus of 142 spaces over projected parking demand. The 142 spaces in excess of the parking demand would reduce the demand for on-street parking generated by other medical office buildings in the Oak Park neighborhood, as well as festivals/events held in the neighborhood. Provision of parking beyond the needs of SBCH would further reduce the need for employees and patients to SBCH and the medical office uses to utilize on-street parking in the Oak Park neighborhood.

➤ **Alternative 6A: Additional Aboveground Level**

Alternative 6A would add an additional level to the top of each parking structure. Adding one aboveground level of parking at each structure would add approximately one month of construction to the existing schedule and 10 feet to the height. Because the footprints and excavation depths of the proposed parking structures for Alternative 6A are the same as the proposed project, potential impacts to biological resources, cultural resources, geophysical conditions, hazards and hazardous materials, hydrology and water resources, and public services and utilities would be the same as the proposed project. There are potential differences, however, in terms of air quality, noise and vibration, traffic and circulation, and visual impacts. Impacts associated with each of these topics are described below.

6A: Air Quality. Alternative 6A would result in a slightly more construction than the proposed project. Potentially significant construction-related air quality impacts would be exacerbated by the additional construction required to construct one additional level. The potential would be slightly greater than the proposed project because of the additional month of construction. Construction-related air quality impacts of this alternative would be greater than the proposed project.

6A: Noise and Vibration. Alternative 6A has similar potential for significant construction-related noise impacts as the proposed project. Since construction duration is longer than the proposed project, these significant impacts are exacerbated. This alternative has greater noise and vibration impacts than the proposed project.

6A: Traffic and Circulation. Implementation of Alternative 6A would result in a surplus of 142 spaces that could accommodate the parking demand of other uses in the Oak Park neighborhood. According to the parking surveys conducted on Wednesday, April 28, and Thursday, April 29, 2004, the on-street parking demand within two blocks of the hospital that is attributed to uses other than the hospital is 355 vehicles. Addition of one level to both the Pueblo parking structure and the Knapp parking structure would reduce the on-street parking demand within two blocks of the hospital to 81 vehicles. Therefore, this alternative would result in a further reduction in impacts to the existing parking supply from those identified for the proposed project and would provide an additional beneficial parking impact within in the Oak Park neighborhood by accommodating parking for other medical office uses proximate to the hospital.

6A: Visual Aesthetics. Alternative 6A would introduce two new multistory parking structures, each 10 feet taller than the proposed project. Increased structure height would affect the public views from Oak Park Lane and Pueblo and Castillo Streets, thereby increasing long-term visual impacts.

➤ **Alternative 6B: Additional Belowground Level**

Alternative 6B would add an additional subterranean level to each parking structure. Adding a level below ground at each structure would add approximately two months of construction to the existing schedule. Each structure would be as tall as is currently proposed. Because the footprints of the proposed parking structures for Alternative 6B are the same as the proposed project's structure footprints, potential impacts to biological resources, cultural resources, hazards and hazardous materials, hydrology and water resources, and public services and utilities would be the same as the proposed project. Potential impacts to visual aesthetics would also be the same since the structures are not increasing or decreasing in height. There are potential differences, however, in terms of air quality, geophysical conditions, hydrology and water resources, noise and vibration, and traffic and circulation. Impacts associated with each of these topics are described below.

6B: Project Objectives: This alternative meets all of the project objectives.

6B: Air Quality. Excavation and construction of an additional subterranean parking level would increase the potentially significant construction-related air quality impacts identified for the proposed project. Due to the additional two months of construction and additional excavation required, this potential would be slightly greater than the proposed project.

6B: Geophysical. Additional excavation would be required by the additional subterranean level. Excavation of material could be relatively difficult due to the presence of large boulders (4–5 feet in diameter) in the soil. Overall, Alternative 6B has greater geophysical impacts than the proposed project.

6B: Hydrology and Water Resources. Impacts to hydrology and water resources would be similar to those described for Alternative 3E. The increased depth of construction associated with an additional subterranean parking level creates the potential to encounter perched groundwater. Temporary dewatering during construction and permanent dewatering during project operation would be required to limit the intrusion of perched water into the construction area and the permanent structure.

Additionally, due to the 100-year floodplain, the entry to the subterranean parking area would have to be designed so the facility does not flood during a major storm event should one occur before the construction of a reinforced concrete box (a project feature) is completed. When compared to the proposed project, Alternative 6A would cause greater potential impacts to hydrology and water quality.

6B: Noise and Vibration. Since construction duration is longer than the proposed project, the significant construction-related noise impacts are exacerbated. This alternative has greater noise and vibration impacts than the proposed project.

6B: Traffic and Circulation. Like Alternative 6A, implementation of Alternative 6B would result in a surplus of 142 spaces. Addition of one subterranean level to both the Pueblo parking structure and the Knapp parking structure would further reduce the on-street parking demand within two blocks of the hospital from the parking supply provided by the proposed project. Therefore, this alternative would further reduce impacts to the parking supply and provide an additional benefit to the Oak Park neighborhood, reducing the demand for street parking in the neighborhood.

15.8 **ALTERNATIVE 7: CIRCULATION PATTERNS**

The circulation pattern alternatives were designed in an attempt to find a reasonable design that would eliminate traffic and pedestrian movement impacts associated with the proposed closure of Castillo Street.

➤ **Alternative 7A: Closure of Bath/Nogales (SBCH Option 4)**

A three-story replacement hospital would be constructed east of the existing hospital facility, requiring closure of Bath Street between Pueblo Street and Junipero Street, and Nogales Street between Bath Street and De La Vina Street. The Knapp parking structure would be constructed as proposed with the project and the Pueblo parking structure would be constructed on the surface parking lot located west of Castillo Street. Relocation of the Central Plant to a location adjacent to De La Vina Street, just south of the Rehabilitation Institute, would require acquisition and demolition of an existing apartment building. Demolition of Buildings A, B, C, D, E, F, G, I, and K, the Neurological Associates building, Lot 1 surface parking lot, all the buildings located between Bath and De La Vina Streets and Pueblo and Nogales Streets, and the two buildings between the Knapp Building and Nogales Street, would be required to accommodate this alternative. Alternative 7A is shown on Figure 15.5.

Like the proposed project, construction duration would be approximately nine years for this alternative. Because the size and scale of construction is equivalent to the proposed project, potential construction-related impacts are the same as the proposed project in terms of air quality, geophysical conditions, hazards and hazardous materials, hydrology and water resources, noise and vibration, public services and utilities, and visual aesthetics. The resultant hospital and associated facilities would provide all the same services as the proposed project, so the long-term potential impacts to these topics is also the same as the proposed project. However, the alternative location for Alternative 7A leads to different impacts with regard to biological resources, cultural resources, and traffic and circulation.

7A: Project Objectives. Alternative 7A meets all the project objectives.

7A: Biological Resources. When compared to the proposed project, development of this alternative would result in similar biological effects as the proposed project. However, this alternative may avoid impacts to the Moreton Bay Fig tree.

7A: Cultural Resources. Like the proposed project, Alternative 7A has the potential to impact archaeological sites. However, impacts to the Moreton Bay Fig tree and 401 West Pueblo Street would be avoided. Therefore, Alternative 7A avoids impacts to known cultural resources associated with the proposed project.

7A: Traffic and Circulation. Closure of Nogales Avenue would limit east/west vehicular and pedestrian movement, and closure of Bath Street would limit north/south vehicular and pedestrian movement, requiring redistribution to other arterials within the Oak Park neighborhood. Currently, Bath Street between Pueblo Street and Nogales Avenue carries significantly higher traffic volumes than other parallel streets in the vicinity (i.e., Castillo Street and Oak Park Lane). Closure of Bath Street would divert the existing trips to Castillo Street and Oak Park Lane. Because Castillo Street currently carries lower traffic volumes than Bath Street, the project's proposal to close Castillo Street would generate less diversion

of trips to adjacent roadways than the closure of Bath Street, as proposed in Alternative 7A. Although this alternative would redirect traffic in the project vicinity, it would not avoid the significant unavoidable adverse impacts to local intersections identified by the proposed project.

7A: Other Factors. Acquisition and demolition of numerous businesses and residences would be required to accommodate this alternative, and conversion to hospital uses would result in greater adverse effects on the character of the Oak Park neighborhood than the proposed project.

➤ **Alternative 7B: Closure of Castillo/Nogales (SBCH Option 5)**

A three-story replacement hospital would be constructed with two cottages located within the project site and a third cottage constructed east of Bath Street. The easterly structure would be connected to the main building via pedestrian walkways crossing Bath Street. Closure of Nogales Street between Bath and De La Vina Streets, and Castillo Street between Pueblo and Junipero Streets would be required. The Central Plant would be expanded at its existing location adjacent to Junipero Street. The Knapp parking structure would be constructed as proposed with the project and the Pueblo parking structure would be constructed on the surface parking lot located west of Castillo Street. Figure 15.6 depicts this alternative.

Demolition of Buildings A, B, C, D, E, F, G, I, and K, the Neurological Associates building, Lot 1 surface parking lot, all the buildings located between Bath and De La Vina Streets and Pueblo and Nogales Streets, and the two buildings between the Knapp building and Nogales Street, would be required to accommodate this alternative. Similar to the proposed project, this alternative would eliminate pedestrian access on Castillo Street between Pueblo and Junipero Streets as well as along Nogales from De La Vina and Bath Streets.

Like Alternative 7A, the size and scale of construction is equivalent to the proposed project. However, the total project construction duration would be reduced by approximately six months from the proposed project's expected construction duration. Therefore, potential construction-related impacts are the same as the proposed project in terms of geophysical conditions, hazards and hazardous materials, hydrology and water resources, public services and utilities, and visual aesthetics. The resultant hospital and associated facilities would provide all the same services as the proposed project, so the long-term potential impacts to these issues are also the same as the proposed project. Because the location for this alternative is very similar to the proposed project, construction-related and long-term impacts to biological and cultural resources are also the same as the proposed project. However, the alternative does lead to different potential impacts with regard to air quality, noise and vibration, and traffic and circulation.

7B: Project Objectives. Alternative 7B meets all the project objectives.

7B: Air Quality. Alternative 7B would cause similar amounts of demolition, but six months less construction than the proposed project. While construction-related air quality emissions would still be potentially significant, potential impacts would be slightly less than the proposed project.

7B: Noise and Vibration. Alternative 7B has similar potential impacts as the proposed project. With slightly less construction than the proposed project, the potential for significant noise and vibration impacts from excavation, grading, and construction is slightly reduced.

However, these impacts are not eliminated, and like the proposed project, they are considered significant and unavoidable.

7B: Traffic and Circulation. The elevated walkways across Bath Street would limit the vertical clearance available and would require limiting the types of vehicles that could utilize this portion of Bath Street, resulting in a redistribution of service vehicles and trucks onto other local arterials. Nogales is a relatively minor street compared with Bath, Pueblo, and Junipero streets; however, closure of Nogales would still be expected to divert traffic onto adjacent parallel streets and would be expected to increase the volumes on Pueblo and Junipero Streets over those forecast with the proposed project. Therefore, this alternative would have greater impacts on pedestrian and vehicular movement in the Oak Park neighborhood than the proposed project.

Additionally, this alternative would redirect traffic in the project vicinity but would not avoid the significant unavoidable adverse impacts to local intersections identified by the proposed project.

➤ **Alternative 7C: Closure of Nogales (SBCH Option 6)**

The purpose of this alternative is to consolidate all hospital uses into a single City block and shift the hospital structure further away from the Oak Park neighborhood. An eight-story replacement hospital would be constructed east of Bath Street, generally by the Knapp Building to the north, De La Vina Street to the east, and Pueblo Street, to the south. A new central plant would be constructed directly south of the Knapp Building, east of Bath Street. A new parking structure would be constructed west of Bath Street and would require demolition of the Eye Center and Buildings D, E, G and K and the parking lots located adjacent to the Eye Center and Hospital lobby. The Knapp parking structure would be constructed as proposed by the project. Closure of Nogales, between Bath Street and De La Vina Street, would be required to implement this alternative. Alternative 7C is shown on Figure 15.7. The construction period for this alternative would be shorter than the proposed project (6.8 years).

7C: Project Objectives. Alternative 7C meets all the project objectives.

7C: Air Quality. The construction duration for Alternative 7C is significantly shorter than the proposed project. While construction-related air quality impacts would be potentially significant, the potential impact would be less than the proposed project.

7C: Biological Resources. When compared to the proposed project, development of this alternative would result in similar biological effects as the proposed project. However, potential impacts to the Moreton Bay Fig tree would be avoided.

7C: Cultural Resources. Like the proposed project, Alternative 7B has the potential to impact unknown archaeological sites. However, movement of the project site to the east would avoid potential damage to the Moreton Bay Fig tree and demolition of 401 West Pueblo Street. Therefore, Alternative 7C avoids potential impacts to known cultural resources.

7C: Geophysical. Alternative 7C has similar potential impacts as the proposed project. Construction may cause slope instability and erosion. Corrosive soils, oversized rocks, uncompacted fill soils, and expansive soils may be encountered.

7C: Hazards and Hazardous Materials. Alternative 7C would cause similar effects upon hazards and hazardous materials as the proposed project.

7C: Hydrology and Water Resources. Alternative 7C has similar potential impacts as the proposed project. There is still the potential for temporary drainage pattern changes, erosion, ponding, localized flooding, and runoff contamination.

7C: Noise and Vibration. Like the proposed project, construction noise impacts related to noise generated during excavation, grading, and construction on site would impact adjacent noise-sensitive land uses. However, because the hospital has moved to the east and onto a smaller area, the sensitive receptors may be different and the number of sensitive receptors may be reduced. The construction period is reduced by several years when compared to the proposed project and may therefore cause decreased construction noise impacts. Nevertheless, it is unlikely that impacts could be reduced below a level of significance.

7C: Public Services and Utilities. Alternative 7C would cause similar effects upon use of public services and utilities as the proposed project. However, closure of Castillo Street would not be required, thereby avoiding the potential to impact existing bus routes.

7C: Traffic and Circulation. Like the proposed project, construction of Alternative 7C would cause an increase in neighborhood traffic, impact the parking supply, and inhibit pedestrian movement. Long-term operation of the hospital would result in the same significant impact to traffic at several intersections.

7C: Visual Aesthetics. During construction of Alternative 7C (or the proposed project), light spillage onto areas adjacent to work areas would result in potentially significant short-term effects on existing land uses. Potential light and glare impacts associated with the development of Alternative 7C would result in light and glare levels similar to existing conditions. Construction-related visual impacts would be similar to the proposed project.

In the long term, this alternative would cause increased visual impacts, as the structure height is inconsistent with the existing character of the Oak Park neighborhood. An eight-story design could not be integrated into the fabric of the adjacent neighborhood or complement the surrounding viewshed.

➤ **Alternative 7D: Closure of Los Olivos (SBCH Option 2)**

A three-story replacement hospital would be constructed south of the existing hospital campus displacing existing medical office buildings south of Pueblo Street between Castillo Street and Bath Streets (Figure 15.8). The central plant would be located within the replacement hospital. Closure of Los Olivos Street would be required to construct the hospital. Two parking structures would be constructed with this alternative: one at the southeast corner of Oak Park Lane and Pueblo Street and one at the surface parking lot adjacent to Castillo Street. The construction period for this alternative would be shorter than the proposed project (6.1 years).

7D: Project Objectives. Alternative 7D meets all the project objectives.

7D: Air Quality. The construction duration for Alternative 7D is significantly shorter than the proposed project. While construction-related air quality impacts would still be potentially significant, the potential would be less than the proposed project.

7D: Biological Resources. When compared to the proposed project, development of this alternative would result in similar biological effects as the proposed project. However, the Moreton Bay Fig tree would be avoided.

7D: Cultural Resources. Like the proposed project, Alternative 7D has the potential to impact archaeological sites. However, this alternative avoids potential damage to the Moreton Bay Fig tree and demolition of 401 West Pueblo Street. Therefore, Alternative 7C avoids potential significant impacts to known cultural resources that would be caused by the proposed project.

7D: Geophysical. Alternative 7D has similar potential impacts as the proposed project. Construction may cause slope instability and erosion. Implementation of the mitigation measures described for the proposed project would also be applicable to Alternative 7D.

7D: Hazards and Hazardous Materials. Alternative 7D would cause similar effects upon hazards and hazardous materials as the proposed project. Implementation of the mitigation measures described for the proposed project would also be applicable to Alternative 7D.

7D: Hydrology and Water Resources. Alternative 7D has similar potential impacts as the proposed project. There is still the potential for temporary drainage pattern changes, erosion, ponding, localized flooding, and runoff contamination. Implementation of the mitigation measures described for the proposed project would also be applicable to Alternative 7D.

7D: Noise and Vibration. Like the proposed project, construction noise impacts related to noise generated during excavation, grading, and construction on site would impact adjacent noise-sensitive land uses. The construction period is reduced by several years when compared to the proposed project and may therefore cause decreased construction noise impacts. Nevertheless, it is unlikely that impacts could be reduced below a level of significance. Operational noise impacts would be similar to the proposed project, since this alternative constructs essentially the same facility.

7D: Public Services and Utilities. Alternative 7D would cause similar effects upon use of public services and utilities as the proposed project. However, closure of Castillo Street would not be required, thereby avoiding the potential to impact existing bus routes.

7D: Traffic and Circulation. This alternative would require closure of Los Olivos Street, limiting east/west vehicular and pedestrian movement and requiring redistribution to other arterials within the Oak Park neighborhood. Currently, Los Olivos Street ends west of Oak Park Lane. Closure of Los Olivos Street would limit the vehicular access to the residential neighborhood located west of Castillo Street and would force residents to access their homes from Padre Street or Pueblo Street. Therefore, Alternative 7D has greater traffic and circulation impacts than the proposed project.

7D: Visual Aesthetics. The proposed project and Alternative 7D would introduce a larger hospital structure and two new multistory parking structures. However, the design integrates the proposed structures into the fabric of the adjacent neighborhood and would complement the surrounding viewshed. Potential light and glare impacts associated with Alternative 7D are expected to result in light and glare levels similar to existing conditions.

During construction of Alternative 7D (or the proposed project), light spillage onto areas adjacent to work areas would result in potentially significant short-term effects on existing land uses. Potential light and glare impacts associated with the development of Alternative

7D would result in light and glare levels similar to existing conditions. Visual impacts related to Alternative 7D would be similar to the proposed project.

7D: Other Factors. Alternative 7D would require acquisition of numerous buildings within the block bordered by Pueblo, Bath, Los Olivos, and Castillo Streets and south of Los Olivos Street. Demolition of numerous businesses and residences and conversion to hospital uses would result in greater and adverse affects on the character of the Oak Park neighborhood than the proposed project.

➤ **Alternative 7E: Pedestrian Pass -Through Main Hospital**

In the existing condition, pedestrians use Castillo Street between Pueblo Street and Junipero Street. Most of the pedestrians along Castillo are destined to and from the hospital entrance and the hospital parking lots. However, some pedestrians do use Castillo Street as a through route to travel north or south past the hospital. Approximately 37 pedestrians in the a.m. peak hour and 47 pedestrians in the p.m. peak hour travel through the hospital area using Castillo Streets. This through route would be eliminated with the proposed closure of Castillo Street.

However, the proposed project includes an interior path between Junipero Street and the Main (Pueblo) Entrance. This provides access between the main entrance on Pueblo Street and a smaller entrance on Junipero Street, along an alignment similar to the existing Castillo Street easement (Figure 15.9, Option 2). From Junipero Street, pedestrians would use a corridor between the surgery and emergency areas and then access the main lobby/entry adjacent to Pueblo Street via an elevator.

There are two issues associated with this option, patient/pedestrian conflicts and security. Pedestrians entering from Junipero Street would potentially come in contact with patients and staff, as well as have the opportunity to access restricted areas. This requires that all doors along the hallway be secured with staff gaining access through the use of a security card or similar system. Additionally, to further enhance security, pedestrians would be required to sign in and obtain a badge upon entry that allows them to access public areas of the hospital. Upon leaving the hospital, pedestrians would be required to turn in their badge. SBCH security personnel would be responsible for tracking pedestrian movements at the ingress and egress points of this path.

This pedestrian path was chosen because it is the most feasible as it does not split any departments or functions nor does it physically separate any of the hospital buildings. The portion of the path between surgery and emergency departments is relatively short thereby minimizing public/patient conflicts.

SBCH identified four alternative design options for providing access through the project site. Each of these options is described below.

7E.1: Central Public Corridor. This option provides a direct connection from the main entry on Pueblo to a new main entry on Junipero Street (Figure 15.9, Option 3). The path would be an extension of the entry lobby and would be a fully public space allowing pedestrian to enter the hospital on either side of the building and travel through unimpeded by security. This option severs a nursing cottage, emergency department and cancer center from the remainder of the hospital. To implement this option, area would need to be removed from the day hospital and pre-surgery departments resulting in the loss of beds in these areas. Compared to

the proposed project, this design option has greater impacts on the provision of patient services.

7E.2: Tunnel. This option consists of construction of a tunnel underneath the replacement hospital generally along the existing Castillo Street alignment. A tunnel poses significant security concerns for both users and the replacement hospital. Provision of an enclosed tunnel under the hospital would provide opportunities for criminal activity as well as placement of explosive devices and would require additional surveillance by security personnel and/or SBCH.

7E.3: Interior Path Between Material Management and Nutrition. Pedestrians would enter the hospital from Junipero Street generally near the northwest corner of the building and walk between Material Management and Nutrition departments to connect to the main east/west corridor (Figure 15.9, Option 1). From this corridor, pedestrians would connect to the main central stairway and out the main entry to Pueblo Street. Pedestrians accessing the eastern portion of the site would continue to use Pueblo or Junipero Streets.

7E.4: Exterior Path Between the Existing Hospital and New Building. An open breezeway would be constructed where the replacement hospital meets the existing hospital near the corner of Pueblo and Bath Streets. Because of the change in grade between Pueblo Street and Junipero Street, this pathway would affect access between two floors of the hospital. Patients and staff of these two floors would be cut off from direct access between structures. To avoid contact with the public path, patients and staff would have to use the elevator to the third floor to access an internal hallway connecting the two structures.

Each of the four Public Pass-Through Design Options would result in similar demolition and construction activities as the proposed project except Design Option 2 would require additional excavation. In addition, the resulting hospital would provide the same services as the proposed project in buildings and structures that would be virtually identical to the proposed project. Therefore, each of the four alternatives would have similar impacts in terms of air quality, biological resources, cultural resources, geophysical conditions, noise and vibration, public services and utilities, and visual aesthetics. The only environmental areas with potential for different impacts include project objectives, hazards and hazardous materials, hydrology and water resources, and traffic and circulation as described below.

7E: Project Objectives. While Design Options 2 and 3 meet all the project objectives, Design Options 1 and 4 do not meet all the objectives, as they cause disruption to existing patient services. The first Design Option, the Central Public Corridor, results in a loss of beds, which negatively impacts the preoperative and recovery functions of the Emergency and Surgery Departments. The fourth Design Option, the Exterior Path, creates a potential for pedestrian/ambulance conflicts and the severance of the interior link between departments in the replacement and existing hospital structures.

7E: Geophysical. Construction of the tunnel would require additional excavation beyond that identified for the proposed project and would result in greater geophysical impacts.

7E: Hazards and Hazardous Materials. Design Options 1 and 4 have the same hazards impacts as the proposed project, but Design Options 2 and 3 provide opportunities for additional impacts associated with hazards and hazardous materials. Design Option 2, a tunnel, poses significant security concerns for both users and the replacement hospital. Provision of an enclosed tunnel under the hospital would provide opportunities for criminal

activity as well as placement of explosive devices. The path proposed for Design Option 3, the Interior Path, introduces the public into the part of the hospital where sterile supplies and equipment are processed and stored. In addition, it increases the potential for intentional and unintentional contamination. All of the design options result in greater hazards impacts than the proposed project.

7E: Hydrology and Water Resources. Design Options 1, 3, and 4 have the same potential impacts as the proposed project, but additional impacts may occur as part of Design Option 2. Due to the location of the project site within the 100-year floodplain, construction of Design Option 2, a tunnel, would provide an opportunity for floodwaters to enter the hospital structure and mechanical pumps would need to be installed to extract water since the tunnel would not drain via gravity. Design Option 2 has greater impacts to pedestrian circulation than the proposed project.

7E: Traffic and Circulation. Design Options 1 and 2 have the same potential traffic and circulation impacts as the proposed project. Design Options 3 and 4, however, are off the City grid and may impede pedestrian movement. The path proposed for Design Option 3 would be difficult for pedestrians to navigate and facilitates movement on the westerly portion of the site. This path is lengthy and circuitous and would be confusing for pedestrians. Design Option 4 creates potential for pedestrian/ambulance conflicts due to the path's location near the ambulance entrance on Junipero Street. In addition, this path has limited benefit to pedestrians on the western portion of the project site. Alternatives 3 and 4 result in greater pedestrian circulation impacts than the proposed project.

15.9 ALTERNATIVES EVALUATED BUT WITHDRAWN FROM FURTHER CONSIDERATION

Only one alternative has been evaluated but withdrawn from further consideration. This alternative was a seven-story remodel. In this alternative, the existing hospital footprint would not change, but the hospital would be increased by four stories. The Knapp parking structure would be constructed as currently proposed. The Pueblo parking structure would be located on the existing surface lot south of Pueblo Street and west of Castillo (Lot 3). The existing parking structure near Oak Park and the existing day care facility would remain. The Central Plant would remain at its current location.

This alternative was withdrawn from consideration because the construction duration would be longer than the proposed project (14.7 years) and because the facility would not be useable after 2030. According to SB 1953, retrofitting must be conducted by 2008, and retrofitted hospitals would still have to be replaced by 2030.

15.10 SUMMARY COMPARISON OF ALL ALTERNATIVES

Table 15.A provides a summary comparison of the environmental effects of the alternatives considered compared to the proposed project.

15.11 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Per the CEQA Guidelines, Section 15126.6, the purpose of evaluating alternatives to the proposed project is to determine whether any different project designs or locations, could feasibly attain most of the basic project objectives. In the case of this project, the basic objectives include provision of an upgraded hospital that meets the OSHPD design requirements. Section 15126.6(e) states that if the No Build Alternative is the environmentally superior alternative, than a build alternative must be identified amongst the alternatives considered that meet the project objectives.

Several alternatives do not meet these objectives and are therefore not included in the analysis of an environmentally superior alternative. The alternatives rejected from consideration include:

- Alternative 1A: Closure of Cottage Hospital
- Alternative 1B: Conversion of Hospital to Medical Offices
- Alternative 2: Remodel of Existing Buildings
- Alternative 3A: Reduced Size Alternative
- Alternative 3F.2: Alternative Parking Structure Location, Knapp Structure
- Alternative 4C.1: Alternative Project Sites, Calle Real Campus
- Alternative 4C.2: Alternative Project Sites, Cathedral Oaks Campus
- Alternative 4C.3: Alternative Project Sites, Earl Warren Showgrounds
- Alternative 4D.1: Combinations of Alternative Sites, SBCH and St. Francis Medical Center (Alternative 1)
- Alternative 4D.2: Combinations of Alternative Sites, SBCH and St. Francis Medical Center (Alternative 2)
- Alternative 4D.3: Combinations of Alternative Sites, SBCH and Goleta Valley Cottage Hospital
- Alternative 4D.4: Combinations of Alternative Sites, Goleta Valley Cottage Hospital and St. Francis Medical Center
- Alternative 4E: Alternative Sites Within Cottage Hospital Owned Property in the Oak Park Neighborhood

In addition to the proposed project, there are 20 alternatives that meet all or most of the project objectives. Some of these alternatives avoid potential parking deficits, but none of them reduce to significant unavoidable impacts to air quality (emissions of ROC and NO_x that exceed SBACD threshold criteria) or noise and vibration (significant construction noise and vibration for nine-years) associated with the project. In addition, each of these alternatives increases impacts to at least one other environmental issue over what is identified for the proposed project. Each of these alternatives and the associated increased impact(s) is listed below.

Alternative 3B: Four-Level Replacement Hospital has greater impacts to visual aesthetics in the long-term than the proposed project.

Alternative 3C: Partial Replacement West of the Site has greater long-term impacts to noise and vibration and visual aesthetics than the proposed project.

Alternative 3D: Reduced Size Parking Structures has greater long-term traffic impacts than the proposed project.

Alternative 3E: Underground Parking has greater long-term impacts to hazards and hazardous materials, hydrology, noise and vibration, traffic and circulation and visual aesthetics than the proposed project. In addition, there are greater construction related impacts to air quality, geophysical conditions, hydrology, noise and vibration, traffic and circulation and visual aesthetics than the proposed project.

Alternative 3F.1: Alternative Parking Structure Location, Pueblo Parking Structure has greater long-term traffic and visual aesthetic impacts than the proposed project.

Alternative 4A: Alternative Project Site, St. Francis Medical Center Property has greater long term impacts to hazards, noise and vibration, public services, traffic and circulation, and visual aesthetics than the proposed project. In addition, there are greater construction related impacts to air quality, geophysical conditions, hazards, noise and vibration, traffic and circulation, and visual aesthetics than the proposed project.

Alternative 4B: Alternative Project Site, Goleta Valley Cottage Hospital Property has greater long-term impacts to air quality, hazards, and public services than the proposed project.

Alternative 5A: Phasing Alternatives, Goleta Valley Cottage Hospital has greater construction related impacts to air quality, noise and vibration, and traffic and circulation than the proposed project.

Alternative 5B: Phasing Alternatives, St. Francis Medical Center has greater construction related impacts to air quality, noise and vibration, and traffic and circulation than the proposed project.

Alternative 5C: Phasing Alternatives, Goleta Valley Cottage Hospital and St. Francis Medical Center has greater construction related impacts to air quality, noise and vibration, and traffic and circulation than the proposed project.

Alternative 6A: Increased Number of Parking Spaces, Additional Above Ground Level has greater long-term impacts to visual aesthetics and greater construction related impacts to air quality, and noise and vibration than the proposed project.

Alternative 6B: Increased Number of Parking Spaces, Additional Below Ground Level has greater long term impacts to hydrology and greater construction related impacts to air quality, geophysical conditions, hydrology, and noise and vibration than the proposed project.

Alternative 7A: Circulation Pattern, Closure of Bath/Nogales has greater construction related impacts to vehicular and pedestrian traffic and circulation than the proposed project.

Alternative 7B: Circulation Pattern, Closure of Castillo/Nogales has greater construction related impacts to vehicular and pedestrian traffic and circulation than the proposed project

Alternative 7C: Circulation Pattern, Closure of Nogales has greater long-term impacts to visual aesthetics than the proposed project.

Alternative 7D: Circulation Pattern, Closure of Los Olivos has greater long-term impacts to vehicular and pedestrian traffic and circulation.

Alternative 7E.1: Circulation Pattern, Pedestrian Pass Through, Central Public Corridor has similar impacts as the proposed project but does not meet all the objectives.

Alternative 7E.2: Circulation Pattern, Pedestrian Pass Through, Tunnel has greater long-term and construction related impacts to hazards and hydrology than the proposed project.

Alternative 7E.3: Circulation Pattern, Pedestrian Pass Through, Interior Path between Material Management and Nutrition has greater long-term and construction related impacts to hazards and traffic and circulation than the proposed project.

Alternative 7E.4: Circulation Pattern, Pedestrian Pass Through, Exterior Path between the Existing Hospital and the New Building has greater long-term and construction related impacts to traffic and circulation than the proposed project.

When all alternatives are considered, there are no potential alternatives that meet most of the project objectives and avoid or substantially minimize all of the significant impacts identified for the proposed project. The short term air quality noise impacts cannot be avoided by any of the alternatives identified. The parking deficiency can be addressed by several of the alternatives, however, these alternatives would result in similar or greater impacts than the proposed project. Therefore, the proposed project is considered to be the Environmental Superior Alternative.

Table 15.A: Summary Comparison of All Alternatives

| Environmental Topic | Impacts | Proposed Project | 1A: Closure of Cottage Hospital | 1B: Conversion of Hospital to Medical Offices | 3B: Four Level Replacement Hospital |
|-----------------------------|---------------------|-------------------------|--|--|--|
| Project Objectives | | Meets All Objectives | Meets No Objectives | Meets Some Objectives | Meets All Objectives |
| Air Quality | <i>Long-Term</i> | Significant Unavoidable | Less | Greater | Same or Similar |
| | <i>Construction</i> | Significant Unavoidable | Less | Less | Same or Similar |
| Biological Resources | <i>Long-Term</i> | Potentially Significant | Greater | Greater | Less |
| | <i>Construction</i> | Potentially Significant | Less | Less | Less |
| Cultural Resources | <i>Long-Term</i> | Potentially Significant | Less | Less | Less |
| | <i>Construction</i> | Potentially Significant | Less | Less | Less |
| Geophysical | <i>Long-Term</i> | Less Than Significant | Greater | Greater | Same or Similar |
| | <i>Construction</i> | Potentially Significant | Less | Less | Same or Similar |
| Hazards | <i>Long-Term</i> | Potentially Significant | Less | Same or Similar | Same or Similar |
| | <i>Construction</i> | Potentially Significant | Less | Less | Less |
| Hydrology | <i>Long-Term</i> | Less Than Significant | Greater | Greater | Same or Similar |
| | <i>Construction</i> | Potentially Significant | Less | Less | Same or Similar |
| Noise and Vibration | <i>Long-Term</i> | Potentially Significant | Less | Greater | Same or Similar |
| | <i>Construction</i> | Significant Unavoidable | Less | Less | Same or Similar |
| Public Services | <i>Long-Term</i> | Potentially Significant | Greater | Greater | Same or Similar |
| | <i>Construction</i> | Potentially Significant | Less | Less | Same or Similar |
| Traffic | <i>Long-Term</i> | Significant Unavoidable | Less | Greater | Same |
| | <i>Construction</i> | Potentially Significant | Less | Less | Less |
| Visual Aesthetics | <i>Long-Term</i> | Potentially Significant | Less | Less | Greater |
| | <i>Construction</i> | Potentially Significant | Less | Less | Same or Similar |

Table 15.A: Summary Comparison of All Alternatives

| Environmental Topic | Impacts | 3C: Partial Replacement West of the Site | 3D: Reduced Size Parking Structures | 3E: Underground Parking | 3F.1: Alternative Pueblo Parking Structure Location |
|-----------------------------|-----------------------------------|---|--|------------------------------------|--|
| Project Objectives | | Meets Some Objectives | Meets Some Objectives | Meets Some Objectives | Meets Some Objectives |
| Air Quality | <i>Long-Term Construction</i> | Same or Similar Less | Same or Similar Less | Same or Similar Greater | Same or Similar Same or Similar |
| Biological Resources | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Cultural Resources | <i>Long-Term Construction</i> | Less Less | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Geophysical | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Greater | Same or Similar Same or Similar |
| Hazards | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Greater Same or Similar | Same or Similar Same or Similar |
| Hydrology | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Greater Greater | Same or Similar Same or Similar |
| Noise and Vibration | <i>Long-Term Construction</i> | Greater Same or Similar | Same or Similar Same or Similar | Greater Greater | Same or Similar Same or Similar |
| Public Services | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Greater Same or Similar | Same or Similar Same or Similar |
| Traffic | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Greater Same or Similar | Greater Greater | Greater Same or Similar |
| Visual Aesthetics | <i>Long-Term Construction</i> | Greater Same or Similar | Less Same or Similar | Less Greater | Greater Same or Similar |

Table 15.A: Summary Comparison of All Alternatives

| Environmental Topic | Impacts | 4A: St. Francis Medical Property | 4B: Goleta Valley Cottage Hospital Property | 5A: Goleta Valley Phasing Alternative | 5B: St. Francis Phasing Alternative |
|-----------------------------|-------------------------------|---|--|--|--|
| Project Objectives | | Meets Some Objectives | Meets Some Objectives | Meets Some Objectives | Meets Some Objectives |
| Air Quality | <i>Long-Term Construction</i> | Same or Similar Greater | Greater Same or Similar | Same or Similar Greater | Same or Similar Greater |
| Biological Resources | <i>Long-Term Construction</i> | Less Less | Less Less | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Cultural Resources | <i>Long-Term Construction</i> | Less Less | Less Less | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Geophysical | <i>Long-Term Construction</i> | Same or Similar Greater | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Hazards | <i>Long-Term Construction</i> | Greater Greater | Greater Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Hydrology | <i>Long-Term Construction</i> | Less Same or Similar | Less Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Noise and Vibration | <i>Long-Term Construction</i> | Greater Greater | Less Same or Similar | Same or Similar Greater | Same or Similar Greater |
| Public Services | <i>Long-Term Construction</i> | Greater Same or Similar | Greater Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Traffic | <i>Long-Term Construction</i> | Greater Greater | Less Less | Not Applicable Greater | Not Applicable Greater |
| Visual Aesthetics | <i>Long-Term Construction</i> | Greater Greater | Less Less | Same or Similar Less | Same or Similar Same or Similar |

Table 15.A: Summary Comparison of All Alternatives

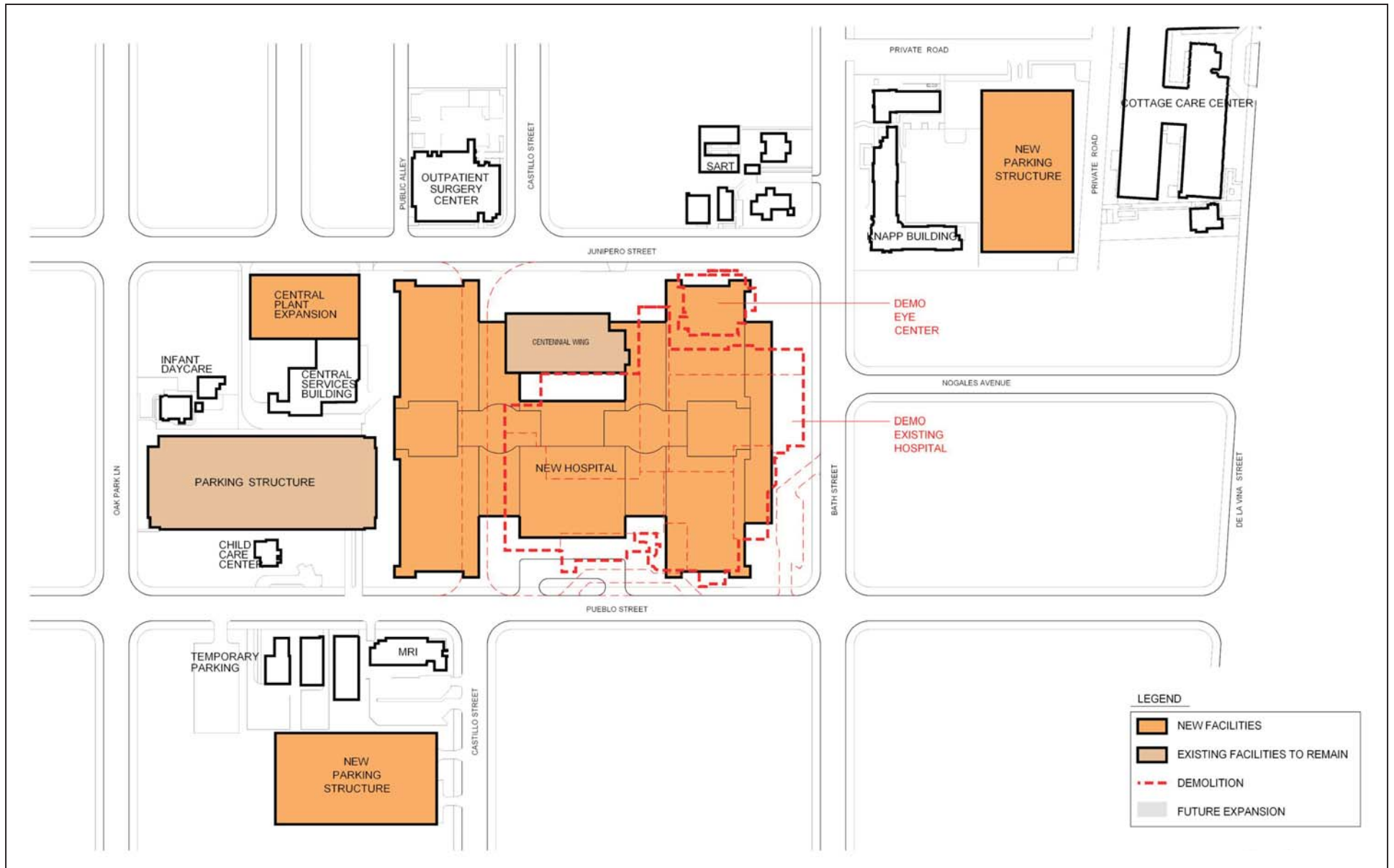
| Environmental Topic | Impacts | 5C: Goleta Valley and St. Francis Phasing Alternative | 6A: Additional Above-Ground Parking Level | 6B: Additional Below-Ground Parking Level | 7A: Closure of Bath/Nogales |
|-----------------------------|-------------------------------|--|--|--|------------------------------------|
| Project Objectives | | Meets Some Objectives | Meets All Objectives | Meets All Objectives | Meets All Objectives |
| Air Quality | <i>Long-Term Construction</i> | Same or Similar Greater | Same or Similar Greater | Same or Similar Greater | Same or Similar Same or Similar |
| Biological Resources | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Cultural Resources | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Less Less |
| Geophysical | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Greater | Same or Similar Same or Similar |
| Hazards | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Hydrology | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Greater Greater | Same or Similar Same or Similar |
| Noise and Vibration | <i>Long-Term Construction</i> | Same or Similar Greater | Same or Similar Greater | Same or Similar Greater | Same or Similar Same or Similar |
| Public Services | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Traffic | <i>Long-Term Construction</i> | Not Applicable Greater | Less Same or Similar | Less Same or Similar | Same or Similar Greater |
| Visual Aesthetics | <i>Long-Term Construction</i> | Same or Similar Less | Greater Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |

Table 15.A: Summary Comparison of All Alternatives

| Environmental Topic | Impacts | 7B: Closure of Castillo/Nogales | 7C: Closure of Nogales | 7D: Closure of Los Olivos | 7E.1: Central Public Corridor |
|-----------------------------|-----------------------------------|--|------------------------------------|--------------------------------------|--|
| Project Objectives | | Meets All Objectives | Meets All Objectives | Meets All Objectives | Meets Some Objectives |
| Air Quality | <i>Long-Term Construction</i> | Same or Similar Less | Same or Similar Less | Same or Similar Less | Same or Similar Same or Similar |
| Biological Resources | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Less Less | Less Less | Same or Similar Same or Similar |
| Cultural Resources | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Less Less | Less Less | Same or Similar Same or Similar |
| Geophysical | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Hazards | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Hydrology | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |
| Noise and Vibration | <i>Long-Term Construction</i> | Same or Similar Less | Same or Similar Less | Same or Similar Less | Same or Similar Same or Similar |
| Public Services | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Same or Similar Less | Same or Similar Less | Same or Similar Same or Similar |
| Traffic | <i>Long-Term Construction</i> | Same or Similar Greater | Same or Similar Same or Similar | Greater Greater | Same or Similar Same or Similar |
| Visual Aesthetics | <i>Long-Term Construction</i> | Same or Similar Same or Similar | Greater Same or Similar | Same or Similar Same or Similar | Same or Similar Same or Similar |

Table 15.A: Summary Comparison of All Alternatives

| Environmental Topic | Impacts | 7E.2: Pedestrian Tunnel | 7E.3: Interior Pedestrian Path | 7E.4: Exterior Pedestrian Path |
|-----------------------------|---------------------|--------------------------------|---------------------------------------|---------------------------------------|
| Project Objectives | | | | |
| | | Meets All Objectives | Meets All Objectives | Meets Some Objectives |
| Air Quality | <i>Long-Term</i> | Same or Similar | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |
| Biological Resources | <i>Long-Term</i> | Same or Similar | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |
| Cultural Resources | <i>Long-Term</i> | Same or Similar | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |
| Geophysical | <i>Long-Term</i> | Greater | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |
| Hazards | <i>Long-Term</i> | Greater | Greater | Same or Similar |
| | <i>Construction</i> | Greater | Greater | Same or Similar |
| Hydrology | <i>Long-Term</i> | Greater | Same or Similar | Same or Similar |
| | <i>Construction</i> | Greater | Same or Similar | Same or Similar |
| Noise and Vibration | <i>Long-Term</i> | Same or Similar | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |
| Public Services | <i>Long-Term</i> | Same or Similar | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |
| Traffic | <i>Long-Term</i> | Same or Similar | Greater | Greater |
| | <i>Construction</i> | Greater | Greater | Greater |
| Visual Aesthetics | <i>Long-Term</i> | Same or Similar | Same or Similar | Same or Similar |
| | <i>Construction</i> | Same or Similar | Same or Similar | Same or Similar |



| LEGEND | |
|--|-------------------------------|
| | NEW FACILITIES |
| | EXISTING FACILITIES TO REMAIN |
| | DEMOLITION |
| | FUTURE EXPANSION |

LSA



NO SCALE

SOURCE: Lee, Burkhardt, Liu/The Cannon

TXCSB430034/Accessories/Alt. 3B ed. (10/19/04)

FIGURE 15.1

Santa Barbara Cottage Hospital
Seismic Compliance and Modernization Plan
 Alternative 3B - Four Level Replacement Hospital

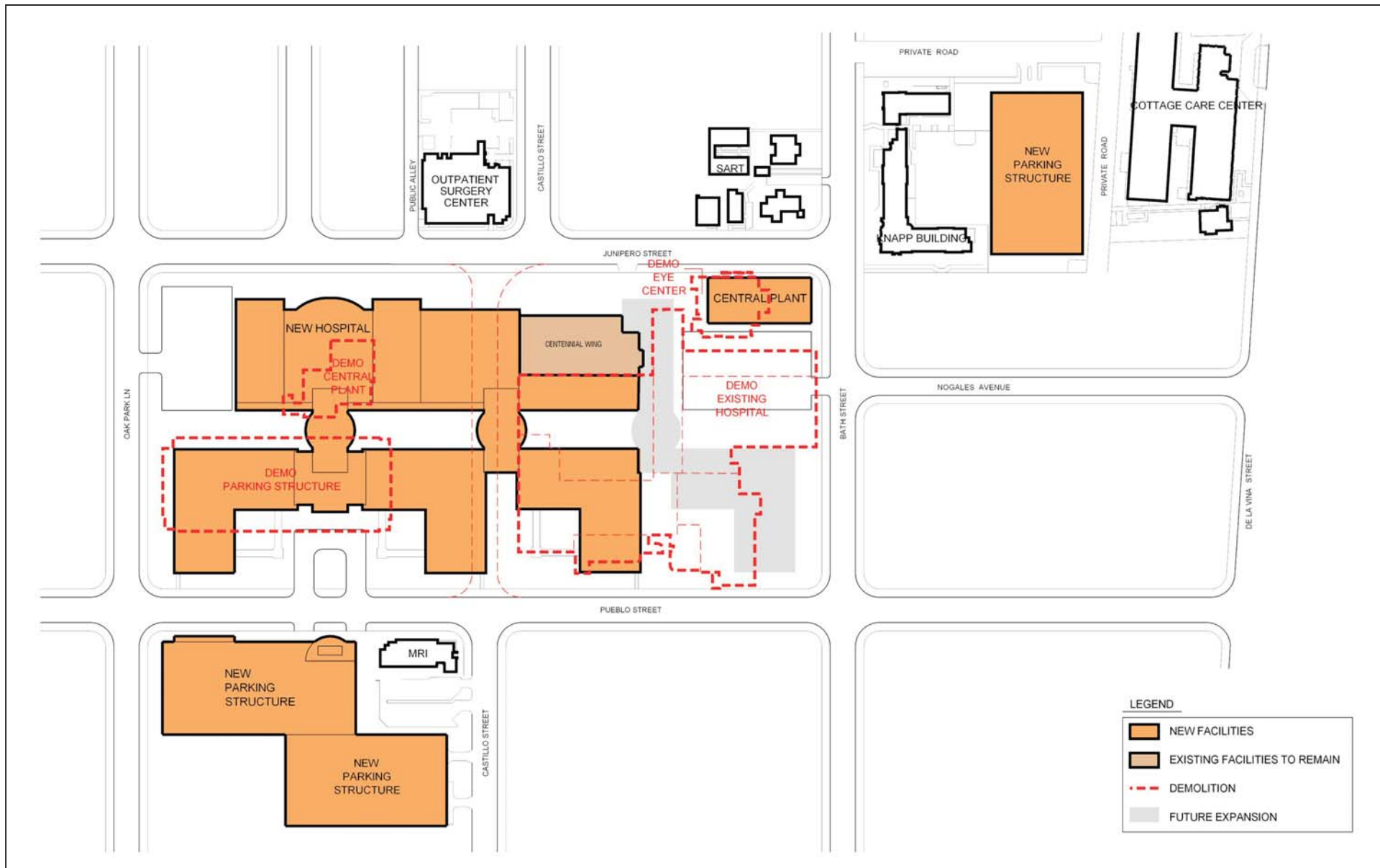


FIGURE 15.2

LSA

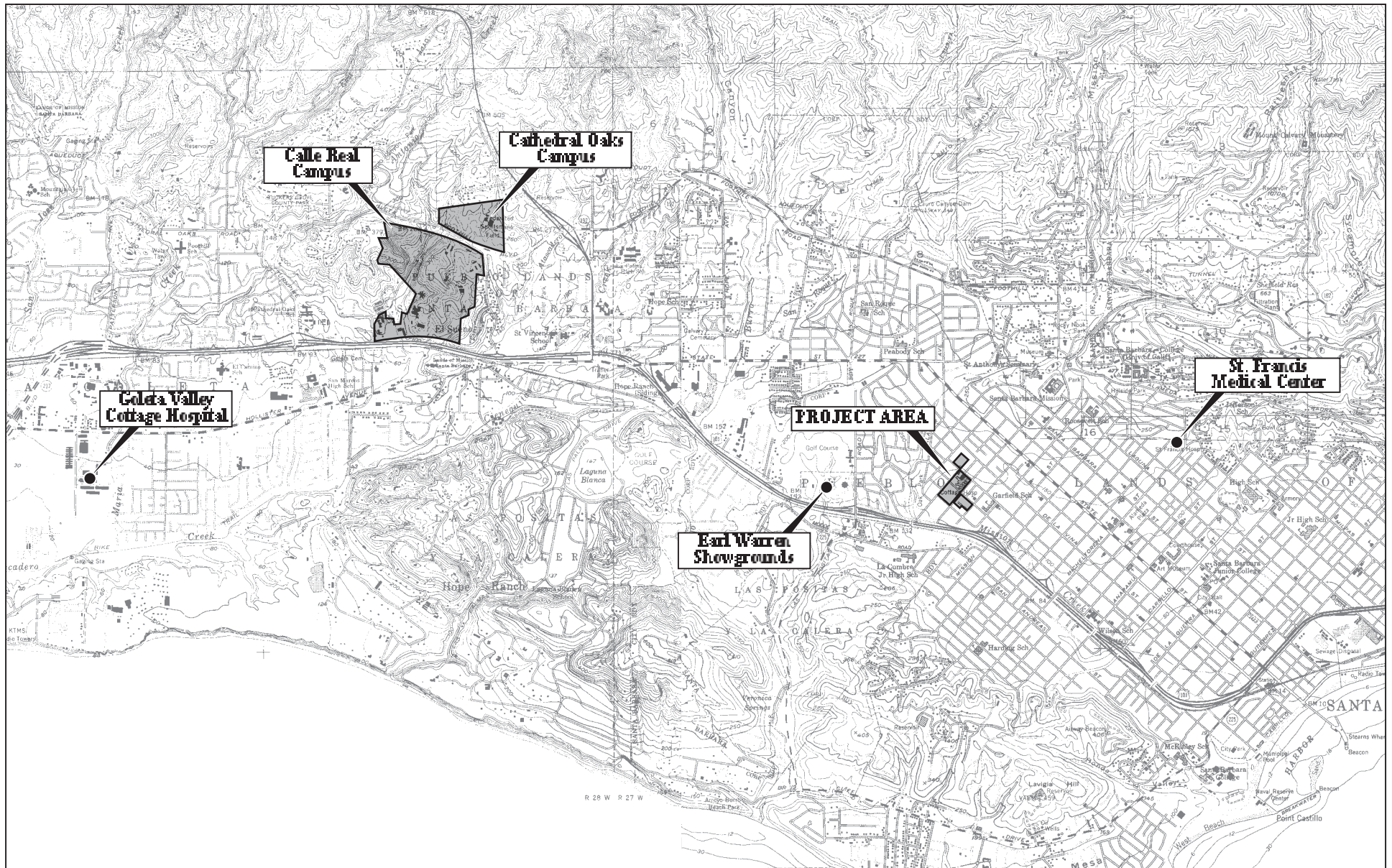


NO SCALE

SOURCE: Lee, Burkhardt, Liu/The Candace

TXCSB430034/1/1/1/3C ed. (10/19/04)

Santa Barbara Cottage Hospital
Seismic Compliance and Modernization Plan
 Alternative 3C - Partial Replacement West of the Site



LSA



1:\CSB430\24\A\user\user\Alt Sites.edr (10/19/04)

FIGURE 15.4

*Santa Barbara Cottage Hospital
Seismic Compliance and Modernization Plan
Alternative 4 - Alternative Sites*

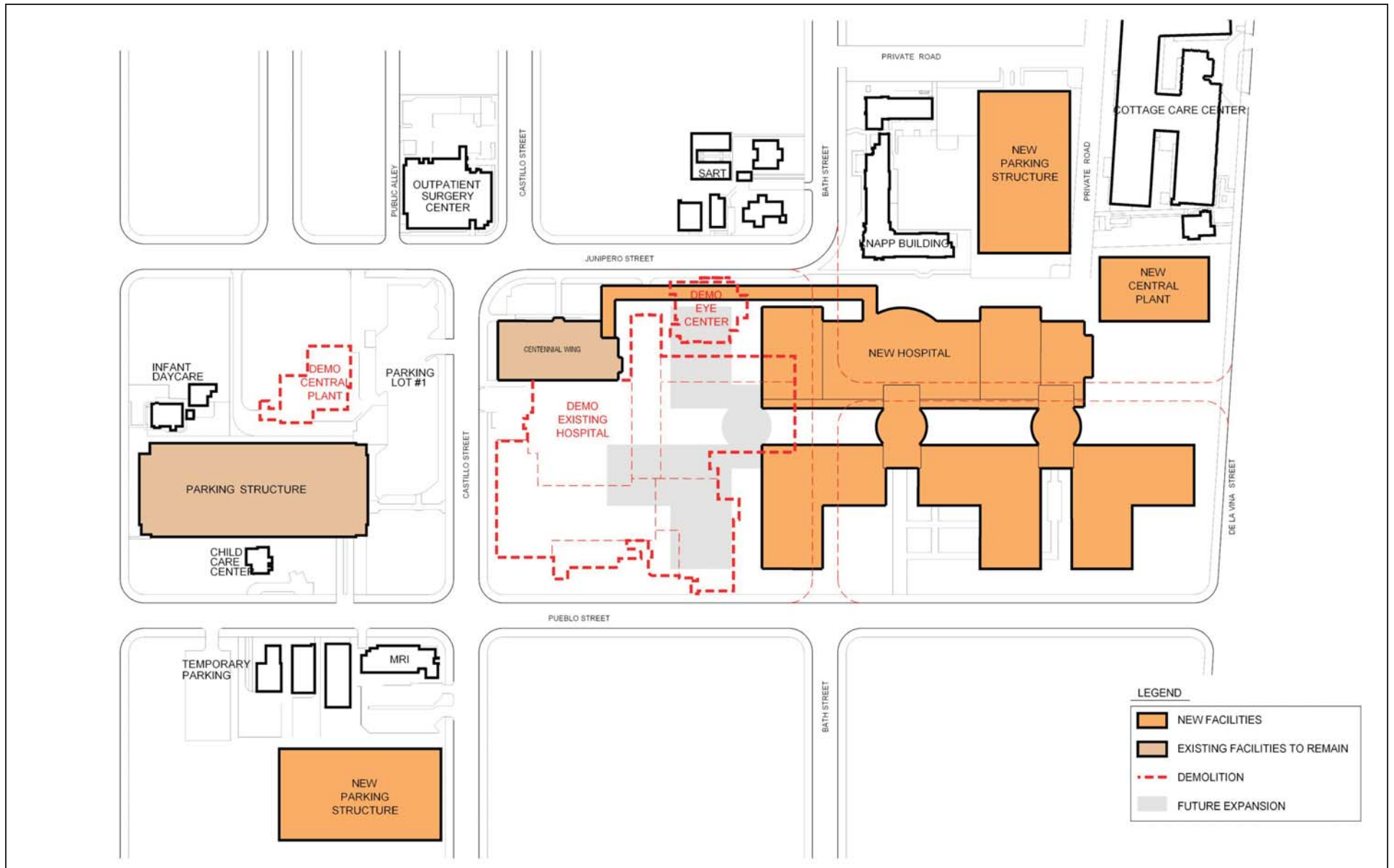


FIGURE 15.5

LSA



NO SCALE

SOURCE: Lee, Burkhardt, Liu/The Cannon

T:\CSB43003\Valuesources\Alt 7A edr (10-19-04)

Santa Barbara Cottage Hospital
Seismic Compliance and Modernization Plan
 Alternative 7A - Closure of Bath/Nogales Streets

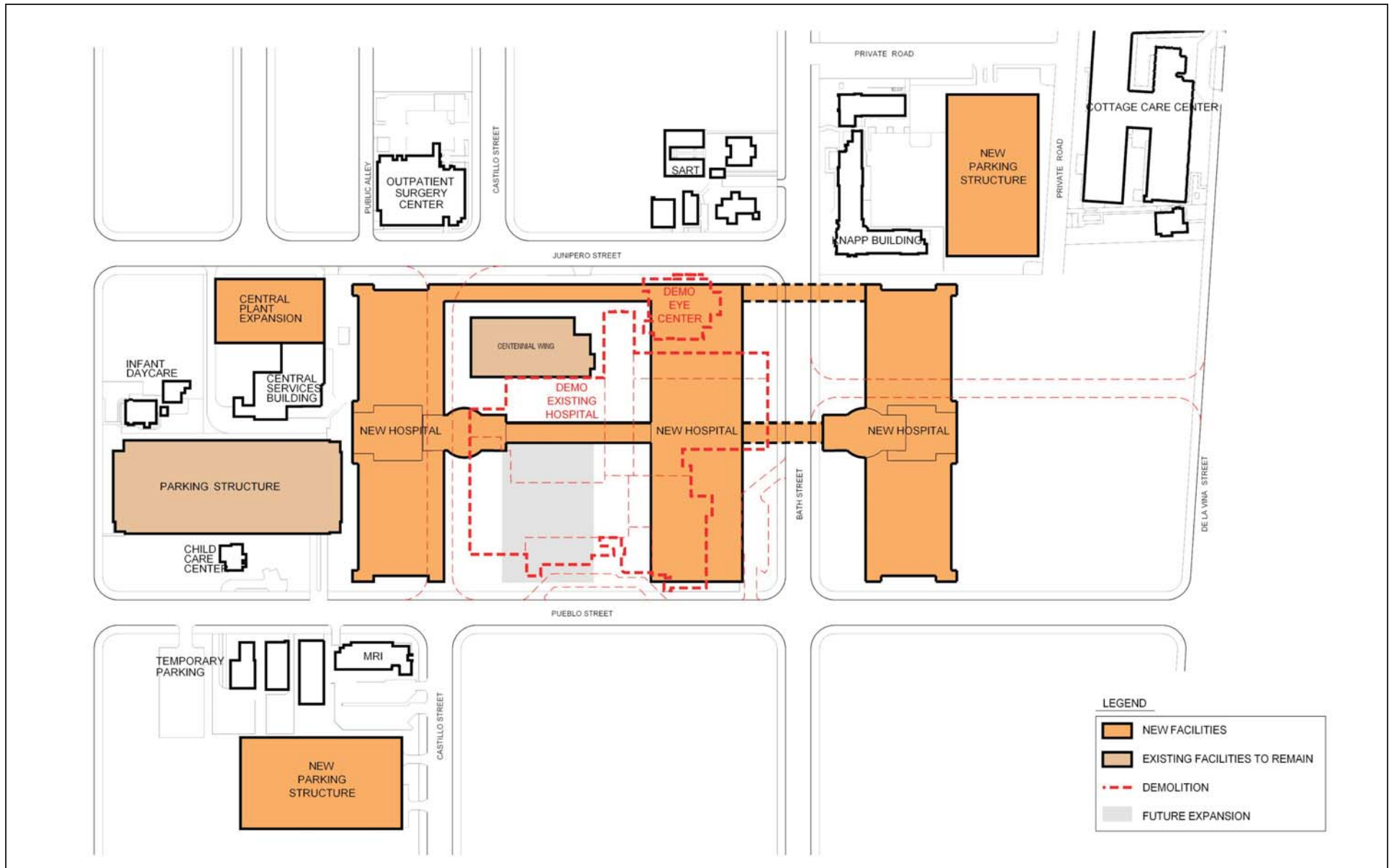


FIGURE 15.6

LSA

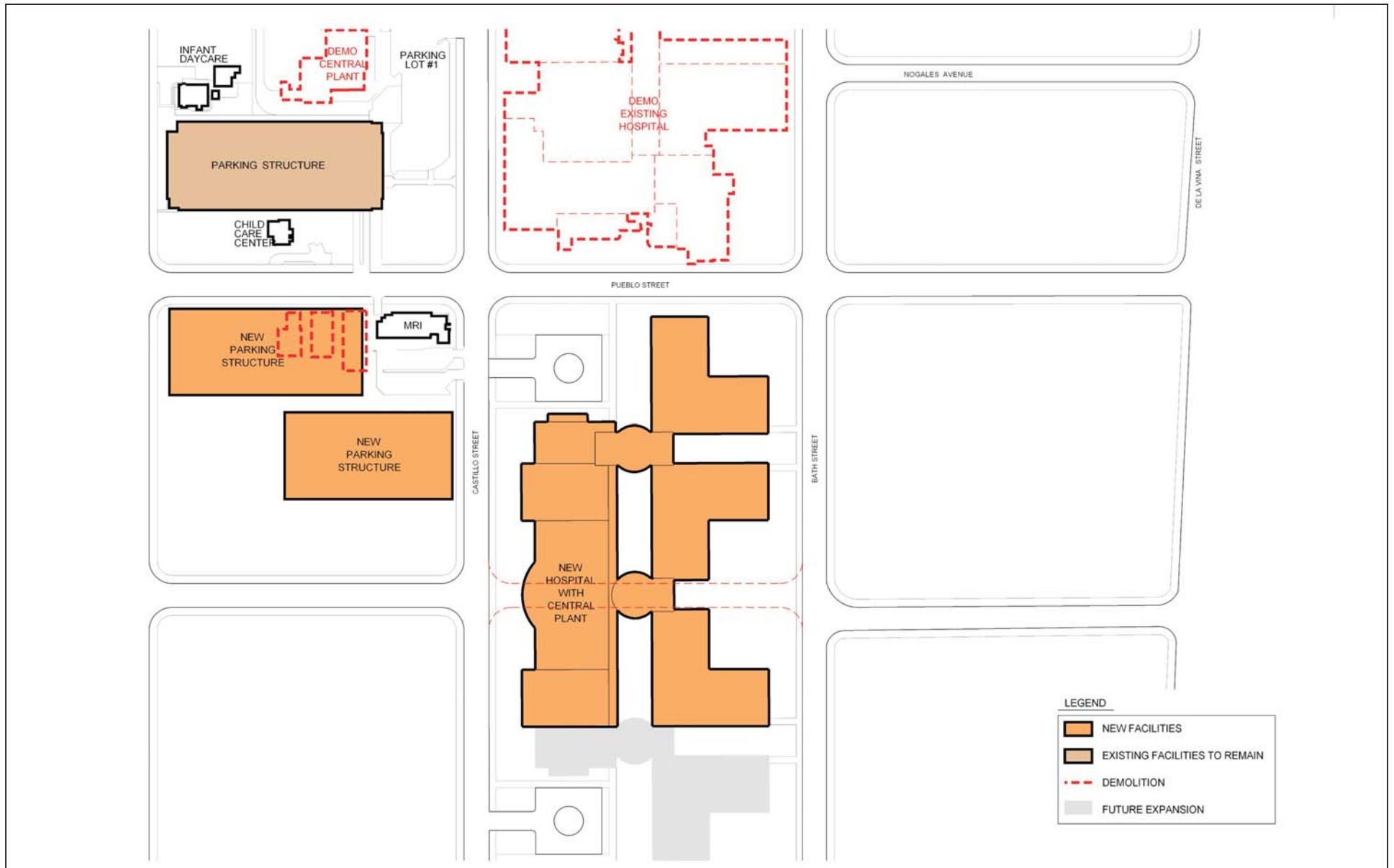


NO SCALE

SOURCE: Lee, Burkhart, Liu/The Cannon

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*Santa Barbara Cottage Hospital
Seismic Compliance and Modernization Plan
Alternative 7B - Closure of Castillo/Nogales Streets*



LSA



NO SCALE

SOURCE: Lee, Burkhart, Liu/The Cannon

1\CSB43003\4\resources\4\1\7D edr (10-19-04)

FIGURE 15.8

Santa Barbara Cottage Hospital
Seismic Compliance and Modernization Plan
 Alternative 7D - Closure of Los Olivos Street

